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THE

Naval Chronicle,

FOR 1814:

CONTAINING A
GENERAL AND BIOGRAPHICAL HISTORY
OF
THE ROYAL NAVY
OF THE
United Kingdom;
WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XXXII.

(FROM JULY TO DECEMBER.)

> " O'er the glad waters of the dark blue sea,
> Our thoughts as boundless, and our souls as free,
> Far as the breeze can bear, the billows foam,
> Survey our Empire, and behold our home !
> These are our realms, no limits to their sway."——(BYRON.)

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TO

BENJAMIN CALDWELL, Esq.

ADMIRAL OF THE RED SQUADRON,

THIS THIRTY-SECOND VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED,

BY THE PROPRIETOR,

Joyce Gold

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From Original Designs.

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PREFACE

TO THE THIRTY-SECOND VOLUME.

IN presenting the XXXIId Volume of the NAVAL CHRONICLE to his readers, the Editor trusts, that as far as depended on his judgment and influence, they will be satisfied with his earnest endeavours to render it equal in value to any by which it has been preceded.

The *peace* with America—if such a term can properly be applied to an arrangement, rendered mutually convenient and desirable by reciprocal fears and embarrassing dilemmas—has occasioned the omission of those strictures on the state of our navy, and the American naval war, which had been composed to form a part of this preface.

With respect to the biographical memoirs that appear in this Volume, they will be found to differ materially from those which have preceded them: the Editor having endeavoured, wherever he could with propriety, to render them the vehicle whereby to lay before the eyes of those in power, the principal hardships which press on the naval service. To naval officers, the memoirs of living, or of recent characters, are of little interest, except they furnish the means of professional improvement, or abound with materials for thinking.

The first memoir is that of a distinguished young officer, whose courage and misfortunes were the least of his recommendations. The unwearied perseverance of Captain W. C. C. Dalyell, during nine years of captivity in France, to ameliorate the situation of the prisoners of war in either country,* reflects the highest honour on his character, and entitles him to a prominent station in our gallery of naval heroes.

The Editor has marked the extreme hardship of a naval officer on a foreign station, or in a state of captivity, having to sustain the loss occasioned by the course of exchange,* amounting to nearly or quite one-third of their pay; and also the conduct of a certain *Lordling*, who stands accused of having been the cause why ministers refused to make good a loss that should have fallen upon the public revenue. Can any fair or rational reason be assigned for the navy being subjected to such a material deduction, from which the army officers are exempted?

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* Pages 44, 89, *et seq.*

The Regent has recently issued an order in favour of the claims of the army, to reimbursement of its losses occasioned by this cause. Surely, the Royal Navy will not suffer by the want of parliamentary friends to advocate their equal right to reimbursement?

The Editor has endeavoured to shew the partiality displayed to the army, in allowing the officers to enjoy their pensions for wounds, from the day on which they were inflicted: whilst a naval officer can only obtain his from the time that the grant for his pension is signed! Captain Dalyell's memorial,† addressed to the Lords of the Admiralty, affords evidence of this fact, that admits neither of doubt or denial.

The distinguished humanity of Messrs. ANGOT and LE SEIGNEUR, and their benevolent families,‡ reflect honour on their country, and the warm feelings of gratitude § displayed by those whom the humanity of Frenchmen had saved from perishing, is no less honourable to Great Britain.

It was with feelings of the most ardent respect and admiration, the Editor recorded in the last Volume the noble conduct of the late Baron de Beauchesne,‖ and his worthy successor, as Commandant of Verdun, Major de Meulan,¶ to whose exalted virtues a tribute of well-merited respect is paid in this memoir.**

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* Page 92. † p. 94. ‡ p. 27, *et seq.* § p. 80, 81.
‖ Vol. XXXI. p. 309. ¶ *Idem.* p. 309 and 310..
** Vol. XXXII. p. 89 and 90.

The biographical memoir of Captain Flinders, was written by a friend of the deceased. This indefatigable navigator, who surmounted difficulties under the pressure of which most men would have sunk, was well deserving of the greatest honours that could have been paid to his memory.

Our next biographical memoir (Vice-admiral Sir George Collier) yields in richness of materials, and variety of incident, to few that are on record. What a picture does it give of the first American war! Veluti in Speculum. This exalted character was the victim of *party-politics*. Who can read without feeling indignant, the manner in which Vice-admiral Arbuthnot* was made commander-in-chief on the American station; and Sir George Collier laid forgotten on the shelf! †

Our last, and not least interesting life, is that of the late Captain Samuel Blyth, who was killed on board the Boxer gun-brig, in combat with the Enterprise, in September, 1813. The readers of the NAVAL CHRONICLE will perceive that the Editor has dwelt on the peculiar hardships which press heavily on the midshipmen and master's mates. From that class all our officers rise; and if there be any thing radically wrong in the system, any thing peculiarly calculated to render the feelings obtuse, and to debase the mind, surely it requires but to be known to be remedied. The condition of these two classes of officers, calls for amelioration more imperiously than any other. The Correspondence of the present Volume is equal to any contained in this work. The letter signed, "An Old passed Midshipman,"‡ does honour to the head and heart of the writer; and perhaps has contributed to assist the cause of those for whom he so feelingly pleads. The letter signed "Nestor," § containing a plan for obviating the practice of impressment, is worthy of his patriotic pen. The letters of "Philo-Nauticus,"||

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* *Vide* Note at p. 381, *et seq.* † p. 387, *et seq.* ‡ p. 60.
§ p. 107. || p. 202 and 310.

on the difference between the half-pay of the army and the navy, contain much incontrovertible argument, shewing the hardships that naval officers labour under, display a strong and cultivated mind animated by a manly spirit. The other letters in this Volume are all distinguished by some useful feature, and entitled to serious consideration. The writer who signs "Arion," transmits us, from time to time, compositions that will do him honour, when the hand that wrote them has long been mouldered into dust. Nestor,—Philo-Nauticus (2),—Albion —C.—H.—Impartial. — Nihil.—J. C. — Alfred.— J-—Oceanus.—C. H.—J. M.—and Impartialis.

The interesting letter signed, "A Naval Officer,"* is well worthy the perusal of our Statesmen: as also the letter from our respected correspondent, "Nestor."†

"J. C." will perceive, by the early insertion of his letter, that he was not mistaken when he supposed his opinions would find admission into the pages of the NAVAL CHRONICLE.

The Editor hopes such arrangements may be made, as may preclude the omission of so much valuable correspondence in the future numbers of this Work, which would be an incitement to officers to employ their pens for the good of their service, as they have ably wielded their swords for the safety and glory of their country.

The Hydrographical Department of this Volume contains much useful information for our nautical readers; and our acknowledgments are due for the contributions we have received from Captain Krusenstern, of the Russian Navy, James Horsburgh, Esq. and other Correspondents. To the scientific Gentleman who continues to conduct it, our most grateful thanks are eminently due.

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* Page 480. † p. 317.

BIOGRAPHICAL MEMOIR

OF

WILLIAM CAVENDISH CUNNINGHAM DALYELL,

CAPTAIN R.N.

Thy sires of old were heroes fam'd in arms,—
To toils inur'd, and rear'd midst war's alarms.
They spurn'd inglórious ease, and tranquil life,—
Rous'd their fierce clans and courted martial strife!
Strange lands they travers'd,—bold adventures sought,
'Fore England's king thy brave ancestor fought
And England's champion—*gentler manners taught!*[*]
Loud plaudits from surrounding peers were wrung—
And Scotia's bards the patriot impulse sung.
 Though bright their deeds in Scottish annals shine
As bright and lasting rays illumine thine,
And with *their* ancient fame shall *thy* renown entwine.

EDITOR.

CAPTAIN W. C. C. DALYELL, the subject of the following memoir, is the fifth and youngest son of the late Sir Robert Dalyell, Bart. of Binns, near Edinburgh, by Elizabeth, daughter of Nicol Graham, Esq. of Gartmore, and Lady Margaret, daughter of William, Earl of Glencairn. He was born 27th April, 1784.

Captain Dalyell's ancestors have frequently distinguished themselves in the service of their country; and the name itself is said to owe its origin to an incident occurring at a very remote period. A kinsman and favourite of one of the ancient Kings of Scotland having been taken prisoner by his enemies, and hanged in sight of the Scottish camp, a great reward was offered to whomsoever should cut the body down. But none would hazard the perilous enterprise, until a gentleman of acknowledged valour in the retinue of the King stepped forward, exclaiming, "*Dalyell*," which, in the language of the times, signified, "*I dare.*" He accordingly left the camp, and succeeded in restoring to the King the body of his friend. His courage did not pass unrewarded: for the name of "*Dalyell*" was bestowed by the king, with other gifts, on him and his posterity: and he assigned for his coat armorial the body of a hanged man, and the motto, "*I dare*," which are actually borne by all persons of the surname at this day; and by none more deservedly than the subject of this biographical memoir.

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[*] See the dispute relative to the ladies of England and Scotland, next page.

The specific gifts with which the king, whose name was *Kenneth*, and who reigned about the year A. D. 841, rewarded this enterprising ancestor of Captain Dalyell, cannot at present be ascertained, nor the name of the king's relation whose body he rescued from the hands of his enemies. It took place at a period anterior *to record*, and of course could only be handed down by tradition, until it became recorded in later ages: the ancient history of Scotland is involved in great perplexity and confusion. The anecdote is, however, detailed in Nisbett's System of Heraldry, vol. I. and Crawford's Peerage of Scotland, p. 67.—There is a tract of land in Lanerkshire called *Dalyell*, pronounced in Scotland *D'yel*; and as most of the Scottish surnames have corresponding territories, it has been conjectured that the warrior in question bestowed the name upon those lands, or received his new appellation therefrom. At this early period, except the names of the reigning prince or his destroyer, or perhaps of some few monks, scarcely any surnames were preserved. There is no evidence that they were in use, till a much later period; hence, the name previously borne by this first founder of the *Dalyell* race, cannot be ascertained.

We read also of Sir William Dalyell, a Scottish Champion, who was celebrated at the battle of Otterburn in 1388, where he lost an eye: and the chroniclers of the time exultingly dwell on his prowess. Tournaments being then in fashion, he repaired to the English court on the restoration of peace, when one of his countrymen gained a signal victory over another knight. But this was not unproductive of jealousy; for it was alleged, although there might be brave men in Scotland, they had sprung from the illicit intercourse of Scotish ladies with Englishmen who had conquered their kingdom. Sir William Dalyell, indignant at this aspersion, retorted, that, even if the allegation were true, it was equally certain that the English warriors came from men of ignoble birth, whom the ladies of England had not disdained to receive as temporary partners during the absence of their lords in the neighbouring kingdom. This led to a more serious contest, in which Sir Piers Courtenay, an English champion, challenged Sir William Dalyell to single combat: but after an eminent display of valour on both sides, he was wounded by his antagonist, but without the victory having declared for the Scottish knight, the honour of each was satisfied.

The curious incidents above detailed are recorded by John Fordun, in a work called *Scoti-chronicon,* which is considered as the most authentic history of the country. The author was contemporary with the incidents he related. Mr. John Graham Dalyell, by whom these interesting particulars were transmitted, examined ancient manuscripts of this work, to ascertain whether they corresponded with the anecdote, as given by more recent historians, and he found that they did so. The combat took place in the presence of Richard II. in 1399. The historian says, "the helmet of the Scotish knight was lost twice successively in the first two courses, but in the third his weapon struck out two of the English champion's front teeth." Sir William Dalyell was not wounded, so far as appears, on this occasion.

The Editor desired elucidation as to the name of this family being sometimes spelled *Dalziel;* and Mr. J. G. Dalyell informed him, that there is no such letter as z in the ancient Scotish language. But from the resemblance of the Saxon g, which seems to have an analogous figure to z, and a sound such as y, that letter began in later times to supplant y, but under the form of z. Thus Mackénzie is still pronounced Mackényie, and Menzies, Menyies, throughout Scotland.

But on descending to more modern times, we find the name of General Thomas Dalyell, an immediate ancestor of the subject of this memoir, who distinguished himself by his attachment to the royal family during the civil wars. In the reign of Charles I. he commanded the town and garrison of Carrick Fergus, where he was taken prisoner. He was again taken prisoner when major-general at the battle of Worcester, in 1651, and committed to close confinement in the Tower: his estates were forfeited, and himself excepted from Cromwell's general act of indemnity. However, he made his escape, and at the head of a small party, raised the royal standard in the north of Scotland. When it proved impossible to retrieve the fortunes of Charles II. the General repaired to the continent, bearing strong recommendations from that Prince to foreign powers, for courage and fidelity; and having entered the service of the Czar Alexis Michaelowitch, of Russia, he was soon promoted to the rank of general in his army. There he was employed in the Russian wars with the Turks and Tartars: but the restoration of the family of Stuart having in the mean time taken place, General Dalyell requested permission to return to his native country. The Czar, therefore, directed a testimony of his services to pass under the great seal of his empire, which is still preserved in Captain Dalyell's family, written in the Russian language. After enumerating the titles of the Czar, it proceeds thus:—"That he (General Dalyell) formerly came hither to serve our great Czarian Majesty. Whilst he was with us he stood against our enemies and fought valiantly. The military men that were placed under his command, he regulated and disciplined, and himself led them to battle; and he did and performed every thing faithfully as becoming a noble commander. And for his trusty services, we were pleased to order the said Lieutenant-general to be made a General. And now, having petitioned us to give him leave to return to his own country, we, the great Sovereign and Czarian Majesty were pleased to order that the said noble General, who is worthy of all honour, Thomas, the son of Thomas Dalyell, should have leave to go into his own country. And by this patent of his Czarian Majesty, we do certify of him, that he is a man of virtue and honour, and of great experience in military affairs; and in case he should be willing again to serve our Czarian Majesty, he is to let us know of it beforehand, and he shall come into the dominions of our Czarian Majesty with our safe passports, &c. &c. Given at our Court in the Metropolitan city of Moscow, in the year from the creation of the world, 7173, January 6."

General Dalyell having returned to Scotland, was immediately appointed commander-in-chief of the forces, a privy counsellor, and for several successive parliaments represented his native country of Linlithgow. He raised a regiment of foot in 1666: and some years afterwards, also a celebrated corps of cavalry, the *Scots Greys*. The letters of service for both are still in possession of his descendants: the latter is dated 25th November, 1681.

General Dalyell had a son likewise in the military profession, who was created a baronet of Nova Scotia, by a patent, wherein his alacrity in promoting the military service, is particularly specified.

Having been informed that an ancestor of Captain Dalyell had served in the battle of Blenheim, the Editor made inquiries, and found that a relative of the family, Colonel John Dalyell, was killed at the battle of Malplacquet; and that it might be him, or General Robert Dalyell, who had served in several wars during the first half of the last century, and who died in the early years of the reign of the present Sovereign, at a very advanced age. A print was engraved of this old veteran, after he had attained the age of 84, in which, we believe, some incidents of his professional career are mentioned.

Captain Dalyell's grandfather served in the wars of George I. and II.; and his father also during the wars in the Low Countries in the preceding century. He had a paternal uncle, James, who was aide-de-camp to Lord Amherst, and killed in 1763, in an engagement at a place since called Bloody Bridge, near Fort Detroit, in North America. A particular account of the action, in which this officer fell, at the head of the party which he led, is detailed in "*Mantes History of the War in North America*," now a scarce book. He was then a captain in the army, and aide-de-camp to the late commander of the forces—Lord Amherst. He had another uncle, in the naval service, who died in consequence of a wound on board the Valiant, 74. Captain Dalyell had also a paternal uncle, Colonel John Graham, who was mortally wounded in India, and died in consequence some time after on the continent, in 1775.

Mr. Dalyell received the first rudiments of his education under his father's roof; and when it was determined to send him into the royal navy, he was placed under the tuition of Dr. Burney, of Gosport, at which celebrated nautical school so many officers of merit have been educated.

He entered as volunteer midshipman, and served as master's mate the allotted period of time on board the Thetis, the Piqué, and the Seine. Being taken very ill whilst on board the Piqué, he was sent ashore to Haslar Hospital, and during his confinement there, the Piqué, in company with the Jason, fought and captured the Seine.

Though he lost by sickness that opportunity of proving his courage in battle, he had the good fortune to partake of the next important achievement of Captain Milne: for, as the Seine was cruising in the Mona passage, she fell in with and captured the Vengeance. On this occasion, Mr. Dalyell acted as aide-de-camp to Captain Milne, and his station, of course, was on the quarter-deck. Early in the action, Mr. Dalyell was sent to the galley, to order the second lieutenant, Mr. Milne, who commanded there, to point his guns lower. But, alas! he had pointed the last gun he was ever to direct. Just at the moment he was proceeding to the galley, a shot had struck his friend, which shattered his knee, and killed and wounded nine other persons! Mr. Milne was also much hurt in the body. Mr. Dalyell was greatly attached to this officer, whom he met borne by sailors at the foot of the quarter-deck ladder, on his way to the cock-pit. Though in a dying state he was still sensible, and a gleam of joy illumined his pallid visage, as Mr. Dalyell mournfully pressed his hand, and told him, "*the enemy must soon strike*"—a prediction that was shortly verified, and Mr. Milne almost instantly expired. This officer, though of the same name, was no relation to the captain. He was much respected and regretted by his captain and shipmates. During a voyage from Africa to the West Indies, a seaman having fallen overboard, Mr. Milne leaped into the sea and saved his life.

In December, 1800, Mr. Dalyell was sent by Captain Milne, as prize-master, with nine seamen, on board a Spanish schooner, prize to the Seine. His orders were, to proceed with her to Jamaica: but having started a butt head during a gale of wind which came on within two or three days, and finding all attempts to keep her free were in vain, Mr. Dalyell stood in for the land, with the intention of running her ashore. She, however, filled so rapidly, there was barely time to save the people on board, but none to secure either their clothes, provisions, or water. Indeed, if there had been time to have saved any thing, there was no room for stowage; for so small was the boat, not a single person more could have been stowed, and if there had been one more they must have drawn lots who was to perish! Mr. Dalyell and his nine comrades were then in a most awful situation, —crammed in a small boat, without water or provisions, in the open ocean; and if it had blown even a fresh gale, they must inevitably have been overwhelmed by the waves. It was about five o'clock in the afternoon when they quitted the schooner, which almost instantly went down: they rowed all night, and it was about noon the next day before they reached the coast of Cuba, S. and E. of Colleredos: the beach was sandy,—the land low and woody. Having landed, and secured the boat by drawing it up the beach, they penetrated in search of food and water several miles into the country; but without finding either habitation, or water, or any thing to alleviate their wants, and they were, of course, much exhausted by the fatigue of rowing for eighteen hours. The result of this fruitless expedition depressed their spirits greatly: a heavy shower of rain afforded them water, but they could find neither food nor shelter,—and their only chance of escape lay in their small boat. Under that, and the neighbouring trees, they passed a most gloomy night. The next morning, being the third of their quitting the schooner—they pulled, faint and weary, to the northward and westward, in hope of finding some creek that might lead to the haunts of men, or of falling in at sea with some fishing-boat or vessel. About mid-day they descried, and were observed by some fishermen, on board of whose vessels they were received and conveyed to their cabins on the coast near Cape Antonio. Mr. Dalyell, and the people thus rescued from a near prospect of one of the most miserable of deaths—were hospitably treated by the families of the fishermen, who plentifully supplied them with the best provisions their huts afforded. The transition was sudden,—the effect powerful. The comforts thus unexpectedly attained, restored vigour to their body, and energy to their mind. Mr. Dalyell, at this period, was only in his sixteenth year; an age when misfortune makes but transient impressions! Enjoying the present good—thoughtless of impending treachery—he was planning how to procure provisions, and reach his vessel off the N. coast of Cuba, when a party of military arrived at the hut, to whose care his host at once consigned Mr. Dalyell and the sailors under his command!

No visitors were ever less expected by—or less welcome to mariners! The fisherman might, however, have pleaded in his defence, that in taking Mr. Dalyell and the sailors to his hut, and relieving their wants, he had discharged his duty to the unfortunate; and to his king, in giving intelligence that there were enemies landed on the coast. Mr. Dalyell and his small party were marched towards the Havannah. Being dressed in a round jacket, he was at first treated and considered as one of the seamen, but when the Spaniards learned that he was the prize-master, he was treated as an officer. Understanding that Mr. Dalyell was destitute of money—for the schooner went down so suddenly, nothing could be saved but their lives—the governor of Moro Castle had him at his table, and after dinner, in the most affable and benevolent manner, placed a bag of gold before this young gentleman, desiring him to take whatever he had occasion for; and during Mr. Dalyell's stay at the Havannah, his kind attentions never ceased Nor was his munificent confidence abused,—for after his arrival at Nassau, in Providence, Mr. Dalyell returned to the generous Spaniard some articles which he knew would be more acceptable than the five pound which he had received.

During Mr. Dalyell's stay at Moro Castle, he was kept in confinement, which lasted about two months. He was then exchanged and sent to New Providence. He went on board the Echo, S. W. Captain Serril, in which he continued till he rejoined the Seine off Jamaica. Whilst cruizing in that frigate, they captured a Spanish schooner laden with dry goods, in which Mr. Dalyell was sent as prize-master to Jamaica, where he heard of the peace of Amiens, and on investigation it proved that the capture was made but a very few hours previous to the time stipulated for, the continuance of hostilities having expired! Mr. Dalyell might have passed in the West Indies, but he preferred coming home in his ship, which was paid off at Chatham; and he passed his examination for lieutenant at Somerset House.

Not being able to procure his commission as lieutenant, Mr. Dalyell, after upwards of six years hard service, returned to Scotland a *passed midshipman*; there he remained till war recommenced, when, by the interest of Sir Alexander Cochrane, he was received as midshipman on board the Antelope, Sir Sidney Smith, then lying at Hosely Bay. It was on board that ship he first became acquainted with Lieutenant Hanchett and Mr. Bourne.

Relative to Mr. Dalyell's services whilst belonging to the Antelope, the Editor received the following selection in April, 1814, from Captain Hanchett, of H. M. S. Diadem, who was commanding officer in most of the boat-actions of which he treats, and in which Mr. Dalyell greatly distinguished himself.

The editor inserts these few extracts with the more pleasure, because they exhibit Mr. Dalyell almost daily engaged in leading boat parties to some daring enterprise, wherein the proportion of personal risk, and hardships, is greater than in any other branch of the naval service.

" *29th September*, 1803.

" A launch, barge, and six-oared cutter were sent in to reconnoitre the enemy's fleet in the Texel; the whole commanded by Lieutenant Hanchett. Mr. Dalyell commanded the barge. The boats were within half a mile of the admiral's ship in the Texel roads at day-light. Two schooners, and five rowing gun-boats, each mounting two twenty-four-pounders, and manned with fifty men, pursued the three boats. Mr. Hanchett kept drawing slowly off the land, and when the gun-boats had separated from the schooners about two miles, he attacked the gun-boats, sunk one, and it is said killed 30 men, and drowned or wounded 27. The breeze springing up, the schooners approached rapidly, and were obliged to retreat from such superiority, fighting their way until within three miles of the ship. Mr. Dalyell displayed the most marked coolness and intrepidity during this action."

" *24th October*, 1803.

" Lieutenant Hanchett went in shore at night, with the pinnace and cutter, and Mr. Dalyell in the latter. At daylight in the morning, they drove 16 vessels on shore under Sandfort, and after driving the troops away who came to protect them, burnt three, and did as much damage to the rest as possible; the tide having left them dry, they could only bring one away."

" *28th October*, 1803.

" With five boats they drove 65 schuyts (fishing vessels) ashore under the Scheveling battery, set fire to them,* and brought off two; but the garrison of the Hague, distant only two miles, being in motion, they were recalled by the ship. On this occasion, Mr. Hanchett did not command; both him and Mr. Dalyell were in the boats."

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* The havoc committed in the destruction of these small fishing vessels, ruined hundreds of industrious families, and furnished the enemy with the means of exciting the resentment of the Dutch against this country. The loss fell exclusively upon an industrious and inoffensive race of people, who were peculiarly attached to the House of Orange, and thereby, to the politics of Great Britain. In consequence of these events, and the burning a few houses on the coast, the Moniteur indulged in the bitterest invectives againt the mode of warfare adopted by this country.—EDIT.

"*30th October*, 1803.

"Lieutenant Hanchett went in with the Antelope's barge (Mr. Dalyell being in the boat), and burnt and destroyed three vessels lying aground, within a mile of five guard vessels in the Vlie passage, about 4 P.M."

"*2d November*, 1803.

"Mr. Hanchett volunteered with 25 men, and took the island of Rottum. The French troops, with an *exiled general*, destined for the Seychelle islands, would not wait for them to close; they were pursued across the island, and escaped from the opposite side on board of three schuyts. Messrs. Dalyell and Bourne were engaged in this expedition."

"*17th November*, 1803.

"Lieutenant Hanchett, acting Lieutenant Dalyell, and Mr. Bourne, midshipman, sailed in the Experiment schuyt, from Yarmouth Roads for the coast of Zealand. She was manned with eleven men, and armed with three 18-pound carronades, fitted on a new principle by Mr. Whidbey, who is now superintending the Breakwater at Plymouth. An heavy gale of wind from the N.W. came on that night, and the next afternoon they were in shoal water (having thrown one of the guns overboard). Lieutenant Hanchett waited till the top of high water, and then run her ashore upon an extensive sand-bank, out of gun-shot of the sand-hills, on the S.W. end of the island of Goree; for, being in hopes of getting her off, when the weather moderated, he determined to defend her to the last. They were at low water a full mile from the sea-shore. Being discovered by the enemy, he was not slow in preparing to take possession of our schuyt. The second night the dragoons got on board, but did not take, the schuyt. On the third night, five out of the eleven men deserted to the enemy, probably from the effects of fear; and finding nothing could be done, they set her on fire, leaving her colours flying, and put to sea in the boat. The boat, a very small one, springing a leak when they were about three miles from the shore, they pulled in to board a vessel lying at an anchor under Schouwen; but as there was a very heavy battery which commanded her, Messrs. Hanchett, Dalyell, and Bourne, with the six seamen, were obliged to surrender as prisoners of war. Lieutenant Hanchett and his party were directly recognized by some seamen who had been liberated from vessels they had burnt and destroyed. They were conducted to Zierikzee, and put in close confinement as *incendiaries*. Buonaparte was then at Flushing, and having heard they belonged to Sir Sidney Smith, ordered them to be strictly guarded. On the seventeenth evening of their confinement, being the one preceding the day they were to be transported to Flushing, to be shewn to him, they effected their escape. Captain Hanchett's narrative mentions, that this was the only day they were allowed to walk out during their confinement, and then not without a guard. When they made their escape from Zierick Zee, commonly called Zerkzee, Mr. Hanchett sent Messrs. Dalyell and Bourne first. Mr. Hanchett followed just as guard was being relieved, and had a very narrow escape from detection; but, owing to presence of mind, he avoided that danger. As they returned, he met them looking after him. They then made a sally, and passed the drawbridge just as the guards were drawing it up. They travelled all night in their uniforms and great coats, and at three the next morning arrived at the village of Oost Duiveland. At this place they hired a boat to take them to Willemstadt; but as soon as they were clear of the shore, they seized the two men, and were standing out to sea; but finding that there was neither water nor provisions, they abandoned that project, and forced the Zeelanders to set them ashore about seventeen miles from Rotterdam. They stopped at an herberg, or inn, where they breakfasted. keeping one of the two seamen with them. They then hired a covered waggon, and four horses, and drove along the top of the dikes towards Rotterdam. As soon as they had set off, an alarm was given: the fugitives were pursued, and as the waggon broke down, would have been taken, but that they deceived the driver, and retired to an inn near the road side, where there was a French serjeant and 20 men, with whom these officers joined company, telling them, to avoid exciting suspicion, that they were Americans, and had suffered shipwreck, which tale was readily believed. Whilst they were in this house, a party of French chasseurs passed by, who were in pursuit of them. When it was dusk, they took a boat (being probably on the banks of the Maas), and landed at Rotterdam about nine in the evening. They were now in the heart of an enemy's country,—but the people generally favourable to the English. They had but little cash, and knew not where to apply for shelter: for no one in a Dutch city must lodge a stranger in time of war, without sending notice to the Stadt-house; and the following morning the stranger, with his passport, is bound to present himself before the Hooft officier and Schepemen, *i. e.* Mayor and Aldermen, to obtain permission to sojourn. These were awkward circumstances for people in their situation: after some difficulty, Mr. Hanchett procured shelter for Messrs. Dalyell and Bourne, and wandered about himself for several nights, trusting to chance for shelter. At last he met by accident with a Scotch gentleman, named ...., belonging to a highly respectable mercantile firm, the stately house of whose principal stood upon the magnificent quay called the *Boompjes*, i. e. *little trees*, an appellation it gained when first the land was made, and the trees, now so large and venerable, newly planted. Mr. Hanchett and his comrades used to dine at the public tables, passing for Americans, although Mr. Hanchett understood that a reward of 4,000 dollars was offered for his arrest. After consulting with ...., it was deemed adviseable to get down to the coast—endeavour to elude the vigilance of the Douaniers, and procure a passage to England. They set out from Rotterdam with that intention,—but after wandering about for several days, they were obliged to abandon that project.

A council was then called, and as it was next to impossible that so many persons could travel or remain together in security, it was determined to leave Messrs. Dalyell and Bourne at school at Noordwyk, as American youths, sent over for education. This being accomplished, Mr. Hanchett, accompanied by ...., set off for Embden. It was the depth of winter, and the journey was safely accomplished. They travelled by land; and as .... spoke Dutch fluently, they contrived, under covert of a well-told tale, to deceive a young woman, who enabled them to pass the fort of Schenkenskans, when they got into neutral territory. They arrived at Embden, and put up at the Witte Huis, *i. e.* the White House."

At that period, the politics of France were the politics of Prussia,—and never could any British officer have arrived at a more inauspicious hour. The strictest orders were given to prevent any of the disorganized Hanoverian army from escaping to England; whilst the most severe edicts were published relative to the clandestine enlistment of troops, or their embarkation for British ports.

There was at that time residing at Embden, the Mr. J. Brown, the writer of the letter to the King of Prussia,* published in the last volume. He met Messrs. Hanchett and ...., at the White-house; and, after a little conversation, Mr. Brown invited them to his lodgings in Kraan-street, where a full explanation of the circumstances mentioned in this narrative took place.

Understanding that Messrs. Dalyell and Bourne were in Holland at a school, Mr. Brown mentioned a friend of his living then at Amsterdam, of the name of Hofhout, who had served as an officer in the Dutch corps, from the time of its formation, who was a man of tried courage, and enthusiastically devoted to the politics of England, and the House of Orange. To the care and management of this gentleman, it was determined to commit Messrs. Dalyell and Bourne, of whom Mr. Hanchett spoke in terms of the highest respect and warmest friendship.

Mr. Hanchett wrote to the respectable head of the academy at Noordwyk, stating, that a near relation of the young gentlemen had arrived from America, but having made a long stay in England, he was, by the recent decree of Napoleon, prevented going to Holland. He, therefore, requested them to send them to Embden, provided with a certificate of their belonging to his school.

As soon as this was arranged, Mr. Brown procured a passage for Mr. Hanchett on board an American vessel commanded by a Captain West, who sailed from the Eems, and within three days she was wrecked in Lynn Deeps! The first report was, that all on board had perished—but which later accounts proved to be erroneous.

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* See Vol. XXXI. p. 280.

Mr. .... remained a day or two with Mr. Brown. He was born in the Orkney islands, and had received a liberal education. He seemed to be of a romantic disposition; of which, his disinterested services to Messrs. Hanchett, Dalyell, and Bourne, and his hazardous journey with the first of those gentlemen, principally on foot, and in the depth of winter, from South Holland to Embden, offered an incontrovertible proof. Upon considering the dangers to which those young officers might be exposed in travelling through Holland, it was agreed on to recommend them to Mr. Hofhout, and trust to his agency to convey them in safety out of the territory of the Batavian Republic. On a clear cold winter's day, Mr. Brown walked with .... across the Eems to Ditzum, where he took leave of that warm-hearted Scotchman, who, provided with a good pair of skaits, reached Winschoten that evening, and Amsterdam in two days.

Mr. .... punctually executed his commission,—took their drafts for what money Messrs. Dalyell and Bourne required, and escorted them to Amsterdam. He there delivered them to the care of Mr. Hofhout, who gave them as kind a reception as though they had been his brothers. Mr. Brown had advised Mr. H. not to send them across the Zuider Zee by the Lemmer, but round by Emerick and Lingen. This plan was adopted;—Mr. Hofhout recommended them to his friends on their route, by whom they were protected, and conveyed in safety from place to place, till they had passed the frontiers.

Mr. Brown, who was aware of the many dangers that might arise from the open and unsuspecting candour of young minds, had written to Mr. Hofhout, entreating him to warn them against talking of politics on their journey, praising our navy, or forming any intimate acquaintance with any one.

There was at that time residing in Embden a foreigner, who used the name of Sir Sidney Smith rather familiarly, and who was supposed to be paid as a secret agent of his, and sent to reconnoitre a Dutch East Indiaman, then fitting out at Embden by the enemy, under the Prussian flag. Mr. Hanchett knew this person, and after his departure, the foreigner was incessantly plying Mr. Brown with questions, as to the residence of Messrs. Dalyell and Bourne in Holland, and by *what route*, and *when* they might be expected to arrive at Embden. Mr. Brown gave him a false clue;—and whether from that cause, or otherwise, it unfortunately fell out that *two other officers*, endeavouring to make their escape, were stopped at the Lemmer, on the charge of belonging *to the Antelope*—and were sent into France, where they remained—probably the whole war—as prisoners on parole.

As to Messrs. Dalyell and Bourne—forgetful of the admonitions they had received—they admitted a stranger to their company, whom they met with on the road, near Lingen, escorting a party of Germans to Eems, to be privately embarked for England! The person who conducted this motley crew, pretended to our young heroes, that he was a man of rank and consequence, and did them the honour to borrow nearly all the money they had in their possession.

It was late in the evening when Messrs. Dalyell and Bourne arrived at Mr. Brown's lodgings. Mr. Dalyell was accounted at this time a remarkably handsome and fine made youth; he had nearly completed his twentieth year, and was little short of six feet high. Mr. Bourne, whose country was Ireland, was four years younger, of a different make, compact and muscular. His eyes were most expressive, his countenance handsome, and so indicative of generosity and sincerity, it would have been difficult to doubt him. Their clothing was neither very good nor very fashionable; they had left their uniforms in Holland, and Mr. Bourne wore a coat that had belonged to the servant of -------- which was far from fitting.

When the first compliments were over, Mr. Brown wished to go to the principal inn to bespeak beds; but neither of the young gentlemen would listen to that proposal; they had pledged their words to return to the inn where they had left their travelling acquaintance. Upon inquiry, Mr. Brown found it was a very common house, and of bad repute. He stated this to Mr. Dalyell—strove in vain to dissuade him from returning, and lastly, finding he could not induce him to desist, he escorted him to his ill-chosen quarters.

Fearful that these young travellers had fallen in with a character called on the continent, "*a seller of souls*,"* and a *Kidnap-*

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* In German, *Zielverkaufer*,—in Dutch, *Zielverkooper*.

per in England. Mr. Brown was truly uneasy, aware of the destruction in which it might involve, not only themselves, but him also. He arose by six o'clock the next morning, in hopes of removing them before they might be denounced, and explaining to the magistrates *whom* and *what* they were. He thought it prudent first to reconnoitre the position, and he found it *in a state of strict blockade*, and the city gate-keepers, certainly no very formidable enemy, stationed with drawn swords at every avenue and door!

All seemed silent within;—and being now too well convinced of the reality of what he had anticipated; namely, that his young friends had fallen in company with a kidnapper, he thought it most adviseable to return to his own lodgings, and put away all the letters he had by him respecting these young officers. This accomplished, he hastened back to attempt their deliverance. On his return, he saw lights in the windows,—heard angry voices, and the clashing of swords. He made his way to a miserable bed-room, where Messrs. Bourne and Dalyell, only half dressed, were keeping at bay some feeble old men, of whose language they knew not a single word, and whose persons—notwithstanding their brandished swords—they were on the point of driving headlong down the ladder staircase.

Mr. Brown entreated the indignant youths to lay down their weapons—*a couple of old chairs!*—and the city guards to put up their swords. The guards said they must take them to the magistrates, who were assembling at that early hour to take cognizance of the charge, private intelligence of the arrival of these strangers having been given.

It was now too evident that Messrs. Dalyell and Bourne were arrested on a charge amounting to *felony*, if not to *treason*—and from the vehement remonstrances made by France against arms or soldiers being embarked for England in the Prussian ports, new and more severe laws had then recently been enacted, ordaining the punishment of death for the actual enlisters, and the next severest punishment known in Prussia, to each of the inferior agents—there was great cause of alarm.

Mr. Brown found it very difficult to persuade these youths that they were in danger of being condemned, without a shadow of guilt, to the punishment of flogging, and perpetual slavery in irons in some Prussian fortress; but to which calamity, both them, and Mr. Brown, for his correspondence with, and *the visit* he received *from them*, stood equally exposed!—A *British officer*, named Pringle, was at that moment close confined in a subterranean cell under the Road House, or Guildhall, and the police were on the watch for others. French politics carried all before it at Berlin, and Mr. Jackson was held of no more consequence at that time than any private gentleman.

Luckily Mr. Brown stood on a friendly footing with the Burgomasters, and particularly with the senior one. Admonishing Messrs. Dalyell and Bourne, who smiled contemptuously on their attendants, to be peaceable during his absence—he went, accompanied by a guard, to his residence. By that time the city was in a state of alarm, and almost of commotion. Ever since the horrid spectacle exhibited in 1798, on the Long Bridge of Embden, of the sick and dying Irish who were transmitted to the King of Prussia, the most radical hatred had existed in the minds of many of the Burgers, directed against the *English government;* and now, the cry was gone forth, that the Germans, left in the vicinity of the city the over night, had been treacherously hired as labourers to serve in a sugar-house in London, but were in reality to be transported to our condemned regiments in the West Indies!

The senior Burgomaster listened attentively to Mr. Brown's representations, who told him the real state of the case, and produced letters received from Holland in corroboration. Fortunately for the accused, the Prussian laws are simple and positive, and the subtleties and uncertainty which embellish our criminal code, and render the laws of England *so very profitable to the lawyers*, are altogether unknown: and, more fortunately still, the magistrates seemed anxious for the developement of the truth, rather than the conviction of the accused. Had it been otherwise, if the judges who presided had sought to render themselves subservient to the politics of the day—and if our notions relative to "*conspiracy*" had prevailed, so strongly did "*circumstances*" militate against them, that nothing could have saved the whole party being convicted, although three out of the four, namely, Messrs. Brown, Dalyell, and Bourne, knew no more of the character or conduct of the fourth, than of the dead or the unborn!

By the time Mr. Brown returned to accompany Messrs. Dalyell and Bourne before the magistrates and senate of Embden, who were assembled in full council, a considerable concourse of people had collected, and nothing was heard except execrations and denunciations of vengeance against the "*Soul-sellers.*" As soon as the officers entered the inn, they carried off "*the nobleman incog.*" who had been the cause of this disaster; and Mr. Brown assured the most rational of the mob, that the persons going to be examined were gallant youths, who heartily detested all sorts of treachery, and knew nothing whatever of the person in whose company they chanced to arrive. The moment the crowd saw the fearless and smiling countenances of those handsome youths, the effect was honourable to the feelings of the assembled populace;—in an instant their rage subsided, and, instead of curses, they pronounced it *impossible* they could be "*sellers of souls.*"

Arrived at the council-chamber, Mr. Brown, for the first time, saw their travelling companion. Guilt and terror were depicted on his dark and scowling visage,—he had the look of an ordinary bandit; nothing in the human likeness ever formed a more perfect contrast than the countenances of those two youths, and that of their chop-fallen acquaintance.

The presiding Burgomaster, understanding the young gentlemen were well-allied,—would have interrogated them personally. He asked Mr. Dalyell, in French, if he could speak that tongue? "A little, Sir," was the reply. *Where were you born, and what is your name?*—"What does he say, Mr. Brown?" said Mr. Dalyell. In fact, the result justified Mr. Dalyell's word, that he knew "*a little*" French; and the examination was resumed in Dutch, Mr. Brown acting as interpreter. They took care in their replies to injure the cause of the prisoner as little as possible, who seized an opportunity to get quit of a paper from the War Office in London, that had it been found upon him, would have cost him his life! Out of compassion, Mr. Brown received it. After a long examination, Messrs. Dalyell and Bourne were honourably acquitted of all knowledge of—or participation in—the offence in which the prisoner had been engaged. They received many flattering compliments, and were dismissed: the prisoner was re-conducted to his dungeon, where he long remained, and his party all dispersed.

This fact is one of a thousand instances which might be adduced of the fatal tendency of the doctrine of "*conspiracies*," and the necessity of preventing prosecutions of that nature taking root in our courts of law, whereby a number of innocent persons may be, by a train of singular circumstances, so involved with the guilty, as to have no means of defence left; and more especially if the prosecutors please to indict as principals in the conspiracy, those witnesses who might otherwise attest the innocence of those who were really not guilty. For example—here was a crimp or kidnapper, escorting through Munster towards the Eems, a party of people, apparently recruits, to be shipped off for England. On the road, they accidentally fall in with Messrs. Dalyell and Bourne, who not only keep them company, but *advance money to feed the recruits.* They arrive in Embden *after dark*,—and Messrs. Dalyell and Bourne, after going to an Englishman named Brown, return to the dirty quarters of the crimp; where they are all arrested together; and *before daylight* next morning, Mr. Brown is found at the inn with them! Now, if Messrs. Dalyell and Bourne had been proceeded against as guilty of the offence of knowingly and intentionally meeting the crimp, and aiding him in his illegal designs,—Mr. Brown—the letters he possessed written in Holland, and the evidence he could have procured from thence, could have proved the innocence of Messrs. Dalyell and Bourne. But if *our law of conspiracy* had been resorted to, and if *circumstantial evidence* had been admitted, and the prosecutors had *included Mr. Brown* in the charge of conspiracy, nothing could have prevented the conviction of the whole four,—although three would have been as innocent of the imputed crime as the unborn!—One of the best officers the British navy ever produced,* has, apparently, been thus entangled, and drawn into the very jaws of destruction; and as the events *are truths*, the Editor conceives he is fully justified in making these comments, and trusts that no candid or honourable mind will impute improper motives for his conduct.

Having thus honourably got clear of a dangerous and unpleasant adventure, Messrs. Dalyell and Bourne remained wind-bound several weeks, during which time they were the welcome guests of the Editor, and beguiled the dull long winter evenings with recitals of their adventures in different parts of the globe, where their profession had carried them.

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* Lord Cochrane.

Mr. Bourne served in the Tigre, under Sir Sidney Smith, during the siege of Acre, and participated of the toils, dangers, and glories of that memorable defence which gave the first great check to the victorious progress of Buonaparte. He narrowly escaped being destroyed by a mine that was sprung beneath where he was engaged; sometimes he stayed in the city, and one night a bomb fell through the roof of the room wherein he slept, which shattered the building, but did not explode, and this brave youth providentially escaped unhurt. His account of Dghezar Pacha was very different from Sir Sidney Smith's; but the former viewed that old man with the eyes of unsophisticated nature, and the latter with those of a politician, thinking nothing of his horrible propensities, and alive only to the political advantages his government was likely to derive from his vigorous opposition to Buonaparte. Mr. Bourne said he had been honoured with the peculiar notice of this energetic old man, whose looks filled him with horror, and from whose touch he recoiled, as he should have done from the paw of a crocodile. The Editor still possesses the chart Mr. Bourne drew of the position of the Tigre, during the siege of Acre, and of the house wherein he resided ashore: and should his surviving friends and acquaintances furnish him with materials to give a sketch of his short but highly-valued life, he will give a fac-simile of this interesting relic.

In a supplement to this memoir, we shall give a picture of the commerce, manners, and society of Embden, those being subjects whereon the royal navy of England have a right to elucidation; for, by the aid of frauds executed in Embden, and the practice of our courts of prize, the royal navy of Great Britain suffered more injury from *the operations carried on at Embden,* than from the combined efforts of all the world besides.

Messrs. Dalyell and Bourne embarked on board an Embden galliot, called the Twee Gebroeders, bound to London, laden with oats. During the passage, on a gale of wind coming on, she shipped water,—and the oats swelled to that degree, the decks parted, and the vessel was in the most imminent danger of being lost. The gale abating, enabled her to reach Yarmouth Roads, where Messrs. Dalyell and Bourne found the Antelope lying at anchor. Sir Sidney Smith, and all their messmates, were heartily glad to see them again on board, and particularly Mr. Hanchett, who had once more the pleasure to see his young friends safe and well.

To return to Captain Hanchett's account of the boat services in which Mr. Dalyell acted a distinguished part :—

"On the 18th March, Lieutenants Hanchett and Dalyell went up in two boats, commanded by Mr. Hanchett, between Schouwen and South Beveland, and cut out four vessels, three of them lashed to the pier heads of Zierick Zee, and one off it. They were all brought down safe without the loss of a single man, although the batteries fired on both sides, and they had to beat down.

"On the 31st March, a division of boats went up the same branch; they were commanded by Lieutenants Hanchett and Boxer; and Dalyell and Bourne served in them. Finding a galliot guard-vessel, called the Schrik, carrying two long eighteen-pounders, four long sixes, and 94 men, they attacked her; for particulars, see the following extract from Sir Sidney Smith's official letter, *viz.* 'The musketry of the people ashore alarming the guard-vessel, it was necessary to board, to silence her fire. Lieutenant Hanchett gallantly led the way in the Antelope's launch, closely followed by Lieutenants Boxer and Barber, the two latter being very early wounded in a most gallant attempt to board across the launch, she could not hold on, and fell astern. The contest with fire arms lasted three quarters of an hour, without their being able to get on board. Such was the obstinate resistance of the Dutchmen, favoured by the form of the vessel, and the strong tide. Lieutenant Hanchett, with his usual zeal and intrepidity, took the Antelope's cutter, and, with the small boats, boarded on the broadside. Mr. Dalyell, of the Antelope, and Mr. Hawkins, of the Magicienne, were much praised by Mr. Hanchett, and also Lieutenant Honeyman, of the marines, a volunteer on the occasion. The decks were soon cleared of the enemy, and the gun-vessel was carried. She was called the Schrik, and was found perfectly prepared to resist such an attempt, which, by the orders found on board, seems to have been expected.'—There were nine or eleven out of thirteen killed in the launch commanded by Mr. Hanchett; and five out of nine in the cutter in boarding. Young Bourne and Mr. Hanchett passed the painter of the launch through the rudder chains of the vessel, and fired 22 rounds from an 18-pounder into her chains: Mr. Hanchett obtained a sword from Lloyd's Fund for this exploit: Mr. Hanchett adds—We had three or four more fights on the coast, but I do not remember the particulars: Dalyell was always with me."

Soon afterwards, a vacancy occurring in the Rattler, Sir Sidney Smith made Mr. Dalyell acting lieutenant on board that vessel; and, with a view to forward his professional career, he recommended Mr. Bourne to the protection of the Commander, Captain

Mason; Sir Sidney Smith being at this time about to strike his broad pennant as commodore.

On the 13th May, Messrs. Dalyell and Bourne went on board the Rattler, cruising off Flushing.

Extracts from acting Lieutenant Dalyell's Journal.

"May 15th, 1804, at A.M. observed 30 sail of the enemy's vessels come out of Ostend, and stand to the westward:—at ½ past 9, observed a flotilla of about 60 sail and two corvette's coming out of Flushing' towards Ostend—made signal to the cruizer—made all sail in chase. Observed the commodore and squadron turning down to the westward, distant 4 leagues; at 11, the flotilla S.E. b. E. 4 miles in great confusion; at noon they all bore up towards Flushing.—P.M. All sail set in chase of the enemy, coming up fast; at ½ past 1, observed the cruizer to cause a schuyt to strike—received 30 prisoners—tacked occasionally to gain the wind of the enemy; at 1. 40. commenced action; at 2, brought one of the corvette's to action, *distant a cable's length*; she at times running ashore, tacked and filled occasionally; 2. 15. got within half a cable's length, when the artillery on shore opened a very heavy fire upon us with shot and shells; the flotilla standing to the westward, and the cruizer in action with them; at 5, the Antelope and Penelope commenced action with the westernmost; at 5. 10. hauled off to repair the rigging; from being so much cut we could not brace the yards round, when L'Aimable hauled in and opened her fire; 5. 20. filled and made all sail towards the other corvette, with broad pendant flying; 5. 45. came up, and commenced action again with some of the easternmost schooners, *several of which ran ashore.* The artillery keeping up a heavy fire; at 7. 30. the flotilla had nearly all run ashore; at 8 left off action, and hauled off after the Antelope and squadron; found our loss to be 2 killed, and 10 wounded, and our damages three shot between wind and water; several shot through different parts of the hull; the quarter-deck stove in by the bursting of a shell; the mizen-mast sprung by a shot lodging in it; a large shot in the main-mast; several in the foremast; main-yard, main-top mast, cross-jack, and spritsail-yard, badly wounded; and the standing and running rigging much cut; on daylight appearing, observed 20 sail ashore; at 10, made the signal for being able to renew the action; made sail to the S.E.; observed 8 schooners, several schuyts, and 1 corvette, on shore.

"Saturday, 23d June.—Observed 26 schuyts coming from Ostend towards Flushing,—made ready for slipping, and cleared the ship for action; 5. 30. made all sail towards the enemy. The Galgo and Inspector commenced action;—crossed the Binnen Sand in 3 fathom; stood in shore to 3 fathom; at 5. 50. bore up, and commenced action within ¼th of a mile from the schuyts; the enemy's batteries, artillery, &c. firing smartly shot and shells; backed and filled occasionally to close with the enemy; at 7. 40. running down along shore, keeping up a brisk fire; at 8. 40. being close in with Ostend, and the pilots fearful of the Stroom-sand, ceased firing and hauled off, having driven only one ashore. On examining the state of the Rattler, found several shot and shell in the hull,—one main-deck gun-carriage disabled by a shot,—two planks stove in on the quarter-deck, by a shell which burst on the the main-deck, without doing much further injury,—*another shell a boy hove overboard, of which the fuzee was furiously burning*,—and another struck the main-mast-head, which struck it a third in.

"Friday, 5th October, Dieppe S.W. ½ S. 4 leagues. At 3 observed a flotilla of brigs, schooners, and luggers, running to the eastward; at 5. 15. shortened sail, and commenced action about half-pistol shot distance, in 5½ fathoms; the whole flotilla opened their fire, and also a number of guns from the shore; at 6 nearly calm; hauled off, finding them get their sweeps out; at ½ past 6, wore after the enemy,—lost sight of them under the land; ran along shore 5½ fathom; 10. 30. hauled to the westward, and shortened sail;—fore-top-mast and spanker-boom badly wounded; our sails and running rigging much cut,—and one man wounded.

"Sunday, 7th October,—½ past 7 A.M.—Observed a flotilla, consisting of 18 brigs, and 7 luggers, to the S.W. running to the E.; at 8, tacked to close with the enemy; at 10, opened our fire in the rear of them; perceived one lugger sinking, which immediately ran ashore and was destroyed; at ½ past 10, the flotilla hauled under the batteries of Dieppe;—hauled off and hove-to.

"Monday, the 8th October,—made sail towards the enemy; at 1. 45. opened our fire on the easternmost brigs; but finding ourselves much exposed to the heavy fire from the batteries, &c. hauled off, and shortened sail occasionally."

This year's journal was closed with the following laconic wish, written by Mr. Dalyell:—

"*Better luck to next year.*"

On *New Year's Day*, 1805, Mr. Dalyell's commission as lieutenant, that long-deferred object of youthful ambition, was signed, which, according to the assurances of Lord Melville, ought to have been done six months earlier,—how little did he suppose, after the severe services he had performed as midshipman, that the *fourth day* of his enjoying the rank of lieutenant, would close his services in that capacity!

"*Oh blindness to the future!—kindly giv'n,*
That each may fill the circle mark'd by heav'n."

On Friday the 4th of January, the Rattler fell in with a fishing-boat belonging to Dieppe, which they captured. This prize proved fatal to the captors! There was at that time a large lugger privateer, mounting 14 guns, and full of men, lying at an anchor in the Bay of St. Valery en Caux, which had committed great depredations in the Channel. It was desirable she should be destroyed, and her superior sailing had hitherto enabled her to escape our cruizers. Mr. Dalyell, ever anxious to signalize himself, and cut his way to farther promotion, earnestly urged Captain Mason to permit him to go in the Rattler's boats to attack her at her anchorage; and he proposed to avail himself of the fishing-boat they had just captured, whereby to endeavour to get along-side unsuspected, and carry her by a coup de main. The captain approved his honourable zeal. Mr. Bourne, who had been Mr. Dalyell's inseparable comrade in battle and captivity, in perils by sea and land, volunteered to second the efforts of his friend. The Folkstone, hired armed lugger, sailed under the orders of Captain Mason. She was commanded by acting Lieutenant Donaldson, countryman of Mr. Dalyell. This young gentleman was about Mr. Dalyell's age, and had also volunteered. He had no powerful friends to push him forward to the possession of professional rank—he was brave, active, and ambitious,—a proper comrade for such officers as Messrs. Dalyell and Bourne.

Of the flower of the crews of the Rattler and the Folkstone, who volunteered their services, twenty-seven were accepted to accompany Mr. Dalyell, who was as much beloved for the amenity of his manners, as admired for excess of courage! Such were the band of heroes who volunteered their services. To such youths as Messrs. Dalyell, Donaldson, Bourne, and Richards, the honours and rewards that were likely, if not sure, to flow from victory, offered a most powerful incitement to brave dangers and death itself;—but, *the common sailor*—what equivalent had he to expect for mutilated limbs?—What reward for victory?—what stimulus but native courage, to court such dangerous enterprises? A part of these select seamen belonged to the Folkstone, an hired vessel; and *because* it was *an hired* vessel, hired, paid, and employed by the king, those brave fellows, in case of being maimed or disabled, had no other prospect but begging in the streets, or dying in a workhouse! Is this justice? Is this the way sailors are made heroes?

Lieutenant Dalyell, as being the commanding officer, went in the captured fishing-boat with eleven sailors, and an unfortunate Frenchman, who offered, or was selected, to act as a decoy to his countrymen. Acting Lieutenant Donaldson commanded eight sailors belonging to the Folkstone; his boat was towed by Mr. Dalyell's; the gallant and generous Bourne commanded the third, being the cutter belonging to the Rattler, in which were eight more sailors, making up thirty persons in the whole. In this order they proceeded towards the French privateer.

St. Valery en Caux is a small fishing town and harbour, situated about two leagues from Dieppe, on the Norman coast. It stands on the river Caux, the water of which is restrained by a sluice to be let out at low water to reduce the bar of sand thrown up by the conflicting waters of the sea and river at the harbour's mouth. Vessels of 150 or 200 tons may pass laden over this bar. The harbour is protected and partly formed by a jetty which runs into the sea. The Vimereux privateer lay at anchor outside of the harbour, close under a four-gun battery.

It was a fine clear moon-light night! The sky was serene, and the firmament, gloriously studded, shed a silvery lustre over the rippling waves. The brawny arms of the sailor lustily plied the oar that swiftly brought them in silence near the foe; but the chance of taking him by surprise would have been disappointed by the brilliancy of the night, had no other cause existed. When they arrived within hail, the watch on the deck of the lugger called out to know who came there. The Frenchman answered, that the boat was No. 78, and belonged to Fecamp! *What's the master's name?* rejoined the wary sentinel: the unfortunate Frenchman gave a name which some people on board the enemy, belonging to Fecamp, knew to be a false one.—*Come on, come on, my lads!* said the foe, *we know you are English. You will find us prepared!*

In a moment the weapons of destruction were prepared for the work of death! The attack was fiercely commenced under a heavy fire of musquetry and small arms from the enemy, by Lieutenant Dalyell, who rapidly boarded on the larboard side; he was accompanied by Mr. Donaldson and his brave sailors. Mr. Bourne with his division entered on the starboard quarter. The combat was fierce and extremely sanguinary; but in the course of five minutes time, the deck was cleared of the enemy, who were all driven below.—Lieutenant Dalyell was severely wounded as he rushed on board; so was Mr. Donaldson; but the prize appeared their own. They had possession of the deck, the vanquished crew had fled,—and British sentinels were placed over the hatchways. Mr. Bourne, who had cut the cable, was again in his boat, and towing the prize out of the bay, when, in a moment, a destructive volley was fired through the hatchways, and the sentinels—thus unexpectedly attacked, were shot dead! In a moment the vanquished enemy regained the deck: the battle re-commenced, but under fearful odds. Mr. Dalyell and Mr. Donaldson fought like young lions, till successive gashes felled them to the deck amidst wounded, dead, and dying—friends and foes! A musket ball pierced the hip of Mr. Bourne, and split his thigh bone nearly to the knee.

Thus fell Lieutenant Dalyell, near the main-mast of the lugger he had so nobly conquered; the reward of victory was torn from his nerveless hand, as he lay mangled and senseless on the bloody deck of the Vimereux. Of the thirty who had volunteered at noon to achieve this bold enterprise, six only escaped unhurt! Eleven wounded seamen reached their boats, three of whom died on their passage to Portsmouth. Mr. Bourne lived, thus dreadfully wounded and in excruciating agony for six-and-thirty hours. Every one who knew him loved him; nor did he leave behind him in the whole British navy a more noble-hearted youth. Sir Sidney Smith said truly of him, that he united the courage of a lion to the mildness of a lamb. The Frenchman who had acted as a decoy on the attack, was taken and shot.

The enemy who lost twenty of his people killed and wounded—seeing the boats of their late victors retreating to their ships, yet not daring to risk suffering her to remain where she lay, they prepared to place her within the harbour. Already the French sailors had began to heave into the sea the bodies of the slain. Two Frenchmen had hold of Mr. Dalyell round his legs and shoulders, and were on the point of heaving him over-board, when the footing of one of them slipped, betrayed by the clotted gore, which threw him on his side amongst the mingled mass of French and English blood! To this accident was Mr. Dalyell indebted for his life. Just at that moment the Rattler was seen standing in for the bay, making signals with blue-lights. The enemy were alarmed, and instead of renewing their efforts to heave him into the sea, pitched his mangled body headlong down the main-hatchway into the hold, a depth of eight or nine feet. He had no recollection nor sense of pain; and he lay in the hold with Mr. Donaldson, who was dreadfully wounded, and others of his shipmates, for at least a couple of hours. It was about three o'clock on Saturday morning, when the enemy, having got the prviateer into the harbour, began to disembark the wounded and prisoners. The worst cases were dressed in the cabin, whilst Mr. Dalyell lay in the hold; he revived for a moment; he remembered seeing Mr. Donaldson fighting desperately by his side, and seeing him fall;—he remembered a man of huge stature breaking down his guard, and being shot in his foot, and wounded in the head; but in a minute or so, recollection ceased, and he relapsed into a state of insensibility.

The enemy having taken the wounded prisoners out of the hold, and conveyed them to a humid dungeon, surrounded by water, they remained there for three or four hours. Here Mr. Dalyell again revived for a few moments; he discerned Mr. Donaldson stretched by his side, and several of his shipmates lying dead or wounded, around him.

When the military surgeon had dressed their own wounded men, they examined the state of Mr. Dalyell's wounds, whose head seemed hacked asunder, who was shot in his foot, his ancle and his hand badly wounded. The surgeon considered his case so desperate that he was inclined to pass him over as already dead. He bound a napkin round his head, and this was all he could be prevailed on to attempt in Mr. Dalyell's behalf. Mr. Donaldson was dangerously wounded, particularly in the head, hip, and one arm. One of the seamen belonging to the Rattler, named Patrick Kelly, expired at the feet of Mr. Dalyell; J. Yeoman, and Thomas Thompson, of the Folkstone, were dangerously wounded; P. Lytrice, and C. Herman, of the Rattler slightly.

By the time their wounds were dressed, it was broad day-light, and they were left with a pitcher of water, and locked up in a dark and damp dungeon, the floor of which was very humid, and scantily covered with straw. Before noon, people came to inform Mr. Donaldson, who was sensible—though very faint from loss of blood, that a cart was ready to remove them to an hospital at Dieppe, which is about two leagues distant from St. Vallery. This journey would certainly have finished the sufferings of Mr. Dalyell, but Providence raised him up preservers in the humanity of his country's foes. As two French sailors were lifting him into the cart, the inhabitants of St. Vallery being just then returning from mass, stopped to behold this melancholy proof of the dire effects of war. Mr. Dalyell's face was varnished, as it were, with congealed blood; and the occasional movement of the muscles, cracking that external crust, the appearance of his skin below gave those fissures the resemblance of ghastly wounds! To avoid being distinguished in the combat, he wore a round jacket: so that there could be no exterior to awaken thoughts of gain by becoming his preservers. The spectators were clamorous that Messrs. Dalyell and Bourne should not be sent to the hospital: the foremost of those good Samaritans were a Mr. Angot, a surgeon, and a Mr. Le Seigneur, a merchant, both respectable inhabitants of St. Vallery. They obtained permission of the commandant that the two officers should remain provisionally at an inn (La Cœur).—The landlord, who was perhaps not very rich, became anxious for the due payment of the expense, when Messrs. Le Seigneur and Angot became security as far as 30*l.* (more than equal to a hundred in England), observing, "*if those officers have the means, they will repay us—if not, it is only sacrificing 30l. to charitable duties.*"

Either of those benevolent Frenchmen would willingly have received Messrs. Dalyell and Bourne into their house, but the dread of being considered as friendly to the English government, forced them to refrain. Mr. Angot was constant and incessant in his professional attendances: for twelve hours he sat by Mr. Dalyell, compressing with his fingers the divided arteries of his forehead. He said the lives of Messrs. Dalyell and Donaldson had been preserved by the frost freezing and stopping the flow of blood. The females of their families visited with no less tenderness than their own mothers and sisters could have done, the sick chamber of those strangers. When Mr. Angot had once dressed Mr. Dalyell's wounds, he sent to the military surgeon to come and finish the cure; but nothing could induce him to interfere, and to the professional skill of Mr. Angot was Mr. Dalyell indebted for one of the finest cures ever performed by the art of surgery. It was nearly a month before he was considered out of danger. He then learned that the attack had been expected,—the privateer fully prepared, and that they had *an armed chest below*, whereto they had recourse when disarmed and driven from the deck; and to this precaution they were indebted for the recovery of their lugger Mr. Donaldson was confined six weeks to his chamber: Mr. Dalyell nearly six months. In all this long interval there was no abatement of kindness or attention towards either of these gentlemen.

M. La Seigneur, who was one of the two preservers of Messrs. Dalyell and Donaldson, saved in the year 1780, *at the imminent risk of his own life*, the lives of four English seamen who were shipwrecked, belonging to the port of Penzance. His conduct on that occasion obtained him the honour of a public letter of thanks from the Duc d' Harcourt, governor of the province of Normandy; and from Count Vergennes, who was then the Minister of the Interior.

When Mr. Dalyell was so far recovered as to be able to travel, M. Angot and M. La Seigneur and his family, in July, 1805, accompanied him and Mr. Donaldson as far as Rouen, on their way to the depot at Verdun; and they obtained permission of the commandant for them to rest several days in that city. They then took an affectionate leave of their generous protectors, and proceeded to Beauvais, thence to Rennes, passing through Soissons, thence to Chalons and Verdun.

To return to the Rattler—the grief of Captain Mason, and the shipmates of Messrs. Dalyell, Donaldson, and Bourne, may be much easier imagined than described. All the reports concurred to confirm the belief of his death. Anxious to satisfy himself before he wrote to Mr. Dalyell's friends, Captain Mason sent a flag of truce to inquire as to the fate of Mr. Dalyell, which the commandant basely refused to receive, and by firing upon the boat, prevented its approach.

On the 8th, Lord Keith transmitted the following letter to the Admiralty, enclosing Captain Mason's official report of this disastrous enterprize.

"SIR, "*Ardent, off Ramsgate, 8th January*, 1805.

I transmit for their Lordships' information, a copy of a letter which I have received from Captain Mason, of His Majesty's sloop the Rattler, acquainting me with the very unfortunate result of an attempt which he had directed to be made for bringing off a French privateer from before St. Vallery, on the 5th of this month.

A letter from the master of the Folkestone, at Portsmouth, dated the 6th, acquaints me that three of the wounded died on their passage thither.

"I am, &c.

(Signed) Keith,

"*William Marsden, Esq.*" Admiral."

"MY LORD, "*Rattler, off Dieppe, 5th January*, 1805.

"One of the enemy's privateers which has so long infested the trade, having anchored off *St. Vallery en Caux*, as the wind and weather were favourable for the enterprise, I yielded to the solicitations of Mr. Dalyell, lieutenant, to attempt cutting her out in the fishing vessel captured this day. Mr. Donaldson, acting lieutenant of the Folkstone, having also volunteered his services, I permitted him, in his own boat, to accompany Lieutenant Dalyell. It is with the most heartfelt regret I have to add, that, although the party consisted of thirty, including officers, and they succeeded so far as to drive the privateer's crew from their quarters, and take the vessel in tow, they were obliged to quit her with the loss of six missing from this ship, and seven wounded; three missing from the Folkstone, and six wounded. Among the missing from this ship, is Lieutenant Dalyell, whose zeal, courage, and abilities have ever been eminently conspicuous, and his premature death deprives his country of an officer who was an honour to the service.

"Mr. Donaldson is also missing; and from the zeal and ability I have witnessed in him, his loss is a public one.

"It is not with less sorrow I add Mr. Bourne (midshipman) of this ship, is very badly wounded; for he was a brave and active young man, and had often distinguished himself. From the report of Mr. Richards, midshipman of this ship, who is also slightly wounded, the zeal and gallantry displayed on this enterprise were such as might be expected from the tried courage and abilities of those who conducted it, and the well known gallantry of British seamen; and although their endeavours have met with such ill success, I trust your Lordship will not think I presume too much in recommending Mr. Bourne and Mr. Richards to your notice, as their behaviour on every occasion has entitled them to my warmest admiration and friendship.

"I have sent the Folkstone to Portsmouth, as she can land the wounded better there than at Deal. I have the honour to be, &c. &c.

(Signed) F. Mason."

The Folkstone arrived at Portsmouth with her colours half-mast-high. Poor Mr. Bourne had expired: he was buried in the Old Church.

Mr. Seaman, Purser of the Rattler, who was much esteemed by Mr. Dalyell, wrote the following letter to Captain Milne, R.N. with whom Mr. Dalyell had sailed several years, and who well knew his worth.

"DEAR SIR, "*Portsmouth, 6th January,* 1805.

"It is with extreme concern I have to inform you of the death of Lieutenant Dalyell, who was killed on Friday night, the 4th instant, in attempting to cut out a French lugger near St. Vallery. A fishing-boat was taken and manned by the Rattler, together with our cutter, and a boat from the Folkstone lugger, commanded by Lieutenant Donaldson. It seems the enemy was prepared. The carnage was very great. Lieutenants Dalyell and Donaldson, and Mr. Bourne, midshipman, killed, and several men. Out of 30 only 6 escaped unhurt. I cannot give further particulars, for the moment the Folkstone brought the wounded back, I was requested to assist the Surgeon on board her to carry them to Haslar: three out of eleven have died on their passage; the rest I hope will be received into the Hospital this evening. I trust I shall be on shore soon enough to save post, and shall leave you to inform Mr. D.'s friends of his death. As the Rattler must come into Portsmouth in a week or 10 days, shall wait her arrival: I will therefore do any thing you may wish with his property; perhaps you would have it left at Mr. Gibson's.—The intelligence I now give is collected from the poor wounded men; when I can obtain more authentic accounts, I will instantly write you. The extreme agitation of mind and great fatigue, must plead for this letter. I have experienced a great loss; indeed, he was universally esteemed. Should you write me, please to direct for me at Mr. Gibson's, who I will request to take your letter.

"I am, dear Sir,

"Your much obliged and very humble Servant,

W. Seaman."

Within *fifteen days* of the battle, dreadful and numerous as were his wounds, he was able to scrawl a few lines to his family, and by the month of April he was so far recovered as to be able to write the following official letter to his friend Captain Mason.

"SIR, "*St. Vallery en Caux, 10th April,* 1805.

"I beg leave to inform you that the boats of the Rattler and Folkestone, hired-armed lugger, which you did me the honour to place under my command on the night of the 4th January last, succeeded at 1 A.M. in boarding the French lugger at anchor under the batteries of St. Vallery-en-Caux; after a resistance of six or eight minutes, she was in our possession, her cable cut, and in tow by the cutter; but before being able to secure the hatches, &c. her crew rallied, and after half an hour's desperate fighting, in which we had many killed and wounded (besides those in boarding under a smart fire of musketry) they regained possession; acting Lieutenant Donaldson and myself being at that time insensible from our wounds and loss of blood. I cannot but speak in the handsomest manner of that officer, for the assistance he rendered me under so many disadvantages, and trust it will induce you to intercede for his being confirmed. Messrs. Richards and Bourne, midshipmen of the Rattler as well as the men, deserve my warmest praise for their conduct on this occasion. I have not been able to learn the amount of our loss: I fear it is great. The loss of the enemy amounted to 3 men killed, 4 missing, and 13 wounded. She proved to be the Vimeroux lugger privateer, of 14 four-pounders, and 78 men,* of whom 15 were chosen grenadiers from the Boulogne camp. In considering that the whole of our men, officers included, amounted to 30 only, when opposed, under many difficulties, to nearly treble their number, I am induced to think, although the result was unfavourable, that you will be inclined to bestow the warmest encomiums on their gallant and steady conduct. "I have the honour to be, Sir,

"Your most obedient humble Servant,

W. C. Dalyell,

"Lieutenant."

"*To Francis Mason, Esq. Captain of H. M. Sloop Rattler, and senior Officer off Dieppe, Friport, and the Somme.*"

A List of the Prisoners and Wounded.

RATTLER—W. C. Dalyell, Lieutenant, dangerously wounded and made prisoner; P. Kelly, died of his wounds the same day; P. Lytrice, slightly wounded and made prisoner; C. Herman, (M.) ditto, ditto.

FOLKESTONE—Aug. Donaldson, Acting Lieutenant, dangerously wounded, and made prisoner; J. Yeoman and T. Thomson, ditto, ditto.

The situation of Lady Dalyell, the mother of our hero, may be conceived by *mothers* alone, who have lost a gallant and virtuous son in battle. We shall not attempt to describe her sorrows. Suffice it to say, the whole circle of his relatives went into mourning; when, their hearts were gladdened by the unexpected tidings derived from the *Vimereux* privateer, which was captured by the Greyhound, Captain Elphinston, that Mr. Dalyell was living, and likely to do well! Would to God such happy news had awaited the widowed mother of the gallant Bourne!

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* See N. C. Vol. XV. p. 352, for the French account of the attack on the Le Vimereux, by the boats of the Rattler.

The sable weeds of death were thrown aside; and the first letter that Lady Dalyell wrote to him afterwards was the following.

"*Brown-Square, Edinburgh,*
5th Feb. 1805.

"MY DEAR WILLIAM,

"Little did I think I should ever again have the happiness to write you! My answer to your last I was just despatching by post, when we received the dreadful accounts of your having fallen a sacrifice to your country the 4th January.—Words are inadequate to what we felt.—About ten days after, through means of Captain Mason, a gleam of hope, though very faint indeed, caught hold. Thank God, however, an officcial letter from Lord Keith, confirmed the certainty of both Lieutenant Donaldson and you being alive the 19th, but severely wounded. Since then, we have not been able to gain any intelligence of your situation, although every means have been tried. I have just applied to Captain Mason, to whose care I commit these few lines, in the event that he can get them conveyed to you. I was told he had sailed long ago, but to day I hear he is still in harbour.—Do, my dear William, if you are not able yourself, try to get some kind friend to write me every particular about you. Every body assures me you will be well taken care of—do tell me if it is the case, and if you are soon likely to recover your wounds? where you have been wounded? and every other thing that you are sure we would like to know. We all join in love and kind wishes. May Heaven send us good accounts of you.—Believe me,

"My dear William,
"Your ever affectionate mother,
E. Dalyell."

On the 8th, Lady Dalyell wrote again: how greatly would her sufferings have been mitigated had she known, that not even in her own mansion, could her son have been kinder treated than he was by the affectionate families who had preserved his life.

"*Brown-Square*, 8*th Feb.* 1805.

"A few days ago, my dear William, I wrote Captain Mason to try, if possible, he could send me some intelligence of you. I enclosed in it a few lines to you, hoping he might get them conveyed to you. I now write to Lord Keith, to whose care I have taken the liberty to send this.—One way or other I trust I shall hear of you.—May Heaven grant the accounts may be such as all our hearts ardently wish.—What a world of anxiety have we suffered for you! First we believed you gone for ever,—then, after mourning with anguish your loss, hearing your life was preserved, though severely wounded:—*but now*, for nearly these three weeks, not being able, through any means, to hear one word farther concerning you. keeps us in a state of suspense insupportable! If this should by any chance, my dear William, reach you, for Heaven's sake, if you are not able yourself (as you may not be yet recovered) get somebody to write me, —tell me every particular.—Surely you are not without one kind friend to care for you and sympathise in your distress, pain, and anguish?—How much comfort shall I feel if I have the joyful news of your being almost quite well, and, perhaps, before now exchanged:—but till then I shall not feel right.—All assure me you will be well taken care of.—What would I give to hear you are so, and that in the midst, perhaps, of agonizing torture, you have had some tender friend to soothe and mitigate your anguish. If your life, through God's providence, my dear William, should be preserved, the wheel of Fortune will turn in your favour. Your bravery and gallant conduct the 4th January is loudly talked of, and every possible merit ascribed to you.—May you live to prove successful in future life.—These eight years past, God knows, you have overcome much, and have had a hard time of it.—Your troubles I trust are now over, and all bright prospects before you. In the letter I sent to Captain Mason's care, I wrote you that I was just putting my answer to your last letter in the post bag at Binns, when the awful news was announced me of—your having fallen!—I sent you a letter from Lord Melville, noticing your gallant conduct the 4th January, and sincerely wishing your recovery. Robert was a fortnight in London since this business happened; but in spite of every endeavour, could hear nothing of you. With great difficulty he procured leave of absence for that time, as they are very strict: he is now returned to Hithe, Kent. Your sisters and all here are well. James has been these ten days in town. Harriet at her own mansion, quite happy to all appearance.

"Accept love and kindest good wishes from us all. Heaven send me soon accounts of you.—May they be such as we all pray for.—Believe me,

"My dear William,

"Your ever affectionate mother,

Eliz. Dalyell."

On the 15th January, Captain Mason wrote the following letter to Mr. Robert Dalyell.

" SIR, " *Rattler, Portsmouth, January* 15, 1805.

" It is with the most heartfelt sorrow I confirm the melancholy intelligence you have heard, of your gallant brother being missing. I have a very faint hope that although he was seen to fall after his sword broke, that he may still be alive—but I confess it is very faint. I sent a flag of truce to St. Vallery last Saturday, to inquire if he is still alive; but the unfeeling rascal of a commandant fired at us, instead of replying to my letter. If any thing can compensate his friend for his loss, it must be the knowledge of his having fallen, as he has ever lived, in the performance of gallant and glorious actions. In him I lose an officer I highly admired, and a friend I sincerely esteemed; and his country has to regret the loss of one of her best officers.

" I have not given any further orders about his papers and effects, except locking up his cabin; if your leisure permits your coming down, you can dispose of them as you wish, in which I shall be happy to give you any assistance in my power. I have the honour to be, Sir,

" Your most obedient humble servant,

F. Mason."

By the above it appears that Captain Dalyell's sword was broken before he fell. It would, no doubt, have been very agreeable to his feelings, if he could have obtained possession of that honourable weapon; we believe it was lost in the confusion that ensued, and never became a trophy in the hands of the foe.

A few days afterwards, Lady Dalyell wrote the letter dated 20th March.

" MY DEAR WILLIAM, " *Brown's-square, 20th March*, 1805.

" Wearied out with a thousand conjectures concerning you, I last Saturday, the 18th, made out a letter to Madame Le Caire, with whom I understood you lodged, thanking her for her kind attentions to you, and entreating she would send me intelligence of you. The moment I was addressing her letter, to my infinite joy, three from you arrived; one for James, the 19th January, two for myself, dated 26th and 9th February; the 4th you mention, has not yet made its appearance. The happiness we felt at once again seeing your own hand-writing, was indeed great, and almost overpowering: this was the very first intelligence we had of you since the report which the surgeon of the Vimereux gave of both you and Lieutenant

Donaldson. Although his account was favourable as to your being in a way of recovery, still never hearing a word since, made us all anxious beyond measure. I hastily subjoined to Madame Le Caire's letter a few lines to you, as I determined a post should not pass before I should say what pleasure your letter afforded us. The kind care and humane attention you have met with, shall ever by me be acknowledged with gratitude. I trust to heaven, by this time, you have regained in some measure your former strength, and that even the worst of your wounds are in a fair way of healing quite up. There never is a bad, but there may be a worse. Let us thank Heaven that your life has been preserved; and that, in the midst of accumulated sufferings, the merciful, the humane, and benevolent, with kindness exerted every attention, and used every endeavour to alleviate and mitigate the anguish of your woes. I hope the application you have made shall be attended with success. Three different channels more will be made to the same purpose. I hardly think the minister will refuse; for although you are there on parole, still you are their prisoner. It must, from the dreadful situation you have been in, be a considerable time before your health is entirely re-established; but with care and watchfulness I flatter myself it shall. I cannot by any means find out your fellow-sufferer, Lieutenant Donaldson's friends, as it would give me the most heartfelt satisfaction to inform them of having had letters. If he has a mother, if she has not heard of him, how I commiserate her anxious state of mind; but I think his letters may, as well as my own, have reached them. We are all well. To-day I had letters from Harriet, who appears in good health, and quite happy. The Millers, and every body else, are kindly solicitous about you—even good old Mrs. Anstruther came running in without either cloak or bonnet, whenever she learned we had tidings of you.—Poor old Mrs. Mitchelson had nearly followed you to the grave, when she heard you was departed before her; now, she will be so much overjoyed, that I dare say, if you do come to Britain by any happy chance, you shall find her at least twenty years younger—just fit to be a bride! I begin now, my dear William, to revive a little; but I must here stop, as my word is engaged to leave a space to be filled up by your sisters. Helen, however, is gone to-day with James to Binns, but returns on Saturday. Agnes and Elizabeth will have more room; so will give you any little news that occurs. So with kindest good wishes and prayers for your complete recovery, believe me, your ever affectionate mother,

E. Dalyell."

Upon the 27th March, Mr. Dalyell's brother, John Graham Dalyell, sent the following letter, by which it will be seen, that with a promptitude that does honour to our government, as soon as Le Vimereux was captured, they set at liberty, on parole, Captain Paulet, the commander, his brother, and son; and also the surgeon; *entirely on account of the care taken of Messrs. Dalyell and Donaldson.* Amidst the horrors of war, it is refreshing to find some spot unstained by cruelty, on which the mind can repose with pleasure.

" MY DEAR WILLIAM, *Edinburgh, 27th March,* 1805.

" I address you as one risen from the dead: indeed, when I reflect on all that has passed within these three months, it appears like a dream; but I trust you will soon be restored to us; and when you come back you will have the gratification of finding yourself high in public estimation, and your character as a brave officer fully established. It is inconceivable how much you were regretted, and how many wishes are expressed for your safety; I feel that you will prove an ornament to us all: and existence without reputation is not worthy of enjoyment.

" There is a Mr. Thomas Willison, merchant in Dunkirk, a relation of Mr. Constable the bookseller, who has been written to concerning you: a sister-in-law of Mr. Constable's has lived five years with him: his cousin, Mr. Willison, in this town, is Mr. Constable's father-in-law, and prints all the books I have published. I understand he has been long settled in Dunkirk, and is in considerable estimation with the French government; if he has got the letters about you, he will accept your bills; indeed, you had better write to him at all events, mentioning your acquaintance with Mr. Constable, and your present situation.

" Unfortunately, by the rules of the navy, a prisoner cannot be made master and commander, a step you would assuredly get if at home. You have been voted 100*l*. at Lloyd's, and Robert has applied at the Sick and Hurt Office, to know whether any allowance will be made. In short, we shall neglect no part of your interest. Our government have set at liberty, on parole, Captain Paulet, of le Vimereux, his brother and son, and the surgeon, *entirely on account of the care taken by them of you and Lieutenant Donaldson.* They are now in Oxfordshire; letters from their relations in France will easily reach them: and I hope it will be in the power of us or our friends to shew them some attention, or do them service. I wish you could mention any channel by which we could apply for Lieutenant Donaldson: I am told he has relations in this city, but notwithstanding all our exertions, we cannot find them out."

" We have received all your four letters, the last dated 9th February. Poor Mrs. Mitchelson almost died when she heard of your being killed. I have written to her frequently. *For a month we supposed you killed: and your whole relations went into mourning.* You can more easily conceive our joy and surprise at learning your safety, when the Vimereux was taken, than I can express it. Captain Mason has behaved in the handsomest manner in every thing: he must be an excellent man. I shall ever feel the warmest friendship for him. My paper warns me to terminate. I hope in God you will receive this: we shall write you often: remember us kindly to Lieutenant Donaldson: ask if there is any thing we can possibly do for him. Adieu, my dear William. Your most affectionate brother,

John Graham Dalyell."

His brother, Robert Dalyell, wrote on the 1st April, 1805, a letter, which affords a clue to the pecuniary rewards bestowed upon the survivers of the gallant but ill-fated attack on the Vimereux privateer. This letter was sent open to Monsieur Angot, at St. Vallery, as will be seen by the introduction. Before it arrived at St. Vallery, Mr. Dalyell was gone to Verdun; and the affection that M. Angot felt towards him, was expressed in this laconic sentence, *viz.*—" Monsieur Dalyell,—Permit me to embrace you as a tender parent embraces a beloved son. ANGOT."

Bromsgrove, near Worcester,
1*st April*, 1805.

" MY DEAR WILLIAM,

" Yours, which I received yesterday, indeed made me very happy; and although, by letters I received from our friends at home, I knew you to be recovering, yet still I was very glad to see it in your own hand, as I understood one of them had been disabled. I need hardly say how much I suffered on your account, when in a state of uncertainty; for to own the truth, I had given you up for lost: however, as that is not the case, and you are with a generous people, I trust you will soon be exchanged. I have wrote and requested Mr. Erskine, who is acquainted with Mr. Fox, to induce him to apply to M. Decrée, to try to get you released, having been so badly wounded.

" I have wrote you three or four times, most of them duplicates of each other, and as they were chiefly on family matters, I am still in the hope you may have received some of them; but from a regulation I had made respecting the acceptance of your bills, and your not having drawn, I am as yet uncertain as to their destination. In London, I made every inquiry for your advantage. You will, of course, know, Lloyd's have made you an allowance of 100*l.* which I suppose is in consequence of the wounds you have received. I transcribe the names, and sums allowed by the Patriotic Fund. 100*l.* to Lieutenant W. C. Dalyell; 50*l.* to Mr. Bourne, midshipman; 30*l.* to Wm. Richards, midshipman; 30*l.* to Henry Rhodes, Sol. Craig, John Donaldson, and Samuel Midworth, seamen; 10*l.* to John Emmes, Wm. Blair, Robert Leake, and J. Davis, marines, belonging to the Rattler.—

Also, 100*l.* to Lieutenant Aug. Donaldson; 30*l.* to Charles Wanstown; 10*l.* to George Maycock, Thomas Hollies, John Turner, Samuel Hardman, and William Chapman, seamen of the Folkestone; by whom these sums are to be drawn, I am ignorant; but suppose orders (attested) will be attended to. I could not understand at the Transport Board a further allowance made in the Sick and Hurt Office. I suppose the usual pay goes on. I have also the pleasure to state, the captain, officers, and crew of the Vimereux are all well at Thame, in Oxfordshire; which intelligence will be grateful to their friends in France; and they are uncommonly well treated. It gives me much satisfaction to hear you are in the same way where you are. I have left Hythe for this place, where I hope to remain a very short time; it is so small and dull that any place almost is preferable. I had a very handsome letter from Captain Mason, who regretted your misfortunes. I will write to Mr. Seaman what you have said about your clothes, and endeavour to get your situation conveyed to Sir Sidney Smith. If you should be sent to Verdun, you will meet with many of your countrymen. *I am told there is a good deal of play going on there, of which take care.* Most probably you will see Mr. Don, a son of Sir Alexander, who is a relation of ours, and will shew you attention, as will many others. I should imagine Mr. Bourne was not killed, as his name is mentioned in Lloyd's allowance list, I shall make inquiry, and let you know the next time I write.

" I cannot recollect any thing else at present, but will write you the moment I can hear of any thing that will benefit; I have requested the gentlemen you stay with to have the goodness to forward this to you, which I have no doubt of his doing.

" I am, my dear brother,

" Yours very affectionately,

Robert Dalyell."

" P.S. You will now have the best opportunity of learning French, which is at all times a most useful language."

Mr. Dalyell made so good a use of his captivity, that he has long been capable of writing and conversing in the French, as in his native tongue. He made application for liberty to return to England on his parole—so requisite for the recovery of his health. To this request, though backed by all the interest possessed by his kind friends Messrs. Le Seigneur and Angot, he received the following reply, viz.

Translation.

The Chief of the 5th Division of the department of the Marines and Colonies to Mr. William Dalyell, Lieutenant of the Navy, Prisoner of war, at St. Vallery en Caux.

Marine and Colonies.—5th Division.—Bureau of Prisoners of War.

Paris, the 13*th March*, 1805,
year 13 *of the French Republic.*

"The Minister has received your two letters, requesting leave to return to England on your parole of honour; his Excellency orders me to acquaint you, that he has sent your request to the Minister of War, who superintends the English prisoners. Your future applications on this subject must therefore be addressed to that Minister.

"I have the honour to salute you,

To Mr. Dalyell,
Prisoner of War,
St. Vallery en Caux.

(Signed) *Rivier.*"

A survey was taken of Mr. Dalyell's wounds (a copy of which will be found attached to his memorial to the King, dated 20th November, 1810), and an application made for his exchange—to which the following reply was transmitted:

The Inspector General of the Gendarmerie, Superior Commandant of Verdun, to Mr. Levison Gower, Captain in the Royal British Navy, prisoner of war on his parole of honour, at Verdun.

"SIR, *Verdun*, 8*th February*, 1806.

"I have transmitted to his Excellency the Minister of the Marine and Colonies, an exposition of the condition of Mr. Dalyell, and I have not forgotten to acquaint his Excellency of the number and extent of the wounds which that officer received in battle. It was impossible to address his Excellency in other than the most satisfactory terms of the honourable conduct of Mr. Dalyell at the depot of Verdun, which I have certified to his Excellency.

"I have the honour, Sir, to assure you of my highest consideration.

(Signed) *Wirion.*"

On the 7th February, 1806, Mr. Dalyell applied by letter to be permitted to return to England, to which he received the following answer, viz.

Marine.—5th Division—Prisoner of War.

"SIR, *Paris, 24th Feb.* 1806.

"I have received your letter of the 7th inst. relative to your exchange. I hasten to inform you that his Excellency the Minister of Marine has transmitted your petition to the Minister of War, who is especially charged with the police and superintendence of prisoners of war, and who alone can decide whether the numerous wounds you have received have reduced you to a state that may render it proper to permit your return to England. It is, therefore, to that Minister your future communications on this business should be addressed.

"I have the honour to salute you,
"the Chief of the 5th Division,

Mr. Dalyell, (Signed) *Rivier."*
Prisoner of war, at Verdun.

In July his kind and constant friend, M. Le Seigneur, addressed the Chief of the 5th Division, Rivier, relative to the exchange of Mr. Dalyell, which produced the following reply:

Marine, 5th Division.—Prisoners of war.—Request to be exchanged.

"SIR, *Paris, 1st September,* 1806.

"I have received your letter, dated the 5th of last month, relative to the exchange of Mr. Dalyell, lieutenant of the navy, for a French officer of the same rank.

"However interesting the circumstances attending the case of this officer may be, it is impossible at present to do any thing in his favour: but the moment of any exchange, whether general or partial, I shall not fail most urgently to press compliance with this petition. I shall be the more zealous because it appears to be an affair wherein you are deeply interested.

"Receive, Sir, my assurances of sincere attachment,
"the Chief of the 5th Division,

To M. Le Seigneur, (Signed) *Rivier."*
St. Vallery en Caux.

The British Government made an express application to the head of the deparment relative to prisoners of war in France, offering to exchange any officer of equal rank for Mr. Dalyell, but were unable to procure his release. But the Duc de Feltre, although he could not grant his release or exchange, allowed Mr. Dalyell to go to the baths of Plombal for the benefit of his health, and to go to Paris to consult an oculist; year after year, however, lingered away in a state of agonizing suspense and captivity.

In September, 1809, Lieutenant Dalyell wrote the following letter to his former officer, Sir Sidney Smith, viz.

Lieutenant Dalyell to Sir Sidney Smith, K.S. &c. &c. &c.

"MY DEAR SIR SIDNEY, *Verdun, 15th September, 1809.*

"I have seen with great pleasure in the French papers the account of your safe return to England, and I trust that your well-known activity will soon be exerted again on this side of the water, in such a manner as to prove that your health is not so much injured as their editors would wish us to believe. You have always my earnest prayers, not only from affection, but from gratitude, for those real proofs of friendship which I experienced in many incidents during the too short period wherein I had the happiness of being under your command;—and although I feel how little claim I have to your further protection; yet, in my present situation, I trust you will pardon the liberty I take in soliciting you to add another service to the many you have already rendered me, by using your interest in endeavouring to procure my liberation. I have had recourse to every probable means of accomplishing this desirable object; but all without effect. The English government has urged my bad state of health, and the wounds I received at the time of my capture (of which I had not less than fifteen); but nothing has had any effect. During the last fifteen months, three of my countrymen have been released at the intercession of the Emperor Alexander; one of them was Lieutenant Douglas, son of the admiral. Previous to this campaign, some were allowed to return at the request of the Austrian government; and on different occasions the ambassadors of powers in alliance with France have successfully employed their interest to obtain the liberation of prisoners who have been recommended to them. It has occurred to me, that as Sweden appears on the point of concluding a peace with this country, it might be possible, through your intercession, to procure a similar indulgence for me. The important services you have rendered to that power, and the high estimation in which your name is justly held by her, would insure the greatest attention being paid to any recommendation of yours; and as France would be more inclined to oblige her on the eve of returning reconciliation, I should consider my success as almost certain, if I could get named, through the Swedish minister in England, to the ambassador from that country.—Count ———, who is now said to be on his way to Paris. May I then presume, my dear Sir Sidney, to entreat you to render me this obligation. If contrary to my ardent expectations your endeavours should not be attended by the favourable result my wishes lead me to hope from them, I should not be the less grateful for your kindness. I have only to add my earnest entreaty that you will forgive the liberty I have taken, and in every situation, and on every occasion, I shall ever consider myself

Your obliged and obedient servant,

(Signed) Wᵐ. C. Dalyell."

In 1810, He addressed the following memorial to the King in Council; viz.

"20th November, 1810.

"TO THE KING'S MOST EXCELLENT MAJESTY IN COUNCIL.

"The memorial of William Cunningham Dalyell, late Lieutenant of your Majesty's Sloop Rattler, now a prisoner of war at Verdun,

"MOST HUMBLY SHEWETH,

"That your Majesty's memorialist has served fourteen years in your royal navy; that he actively cruised as midshipman and master's mate in your Majesty's ships Thetis, Pique, and Seine, and was aid-de-camp to Captain Milne in the latter, when she captured La Vengeance, of 50 guns, in which action the ship had 13 men killed, and 29 wounded; that in 1803, your Majesty's memorialist, when serving in your Majesty's ship Antelope, under Sir Sidney Smith, then commanding your squadron employed off Flushing, was detached on a particular service, was wrecked on the coast of Holland, made prisoner, and confined in a jail, from whence he had the good fortune to escape, and that he was shortly after his retun to the Antelope, promoted to the rank of lieutenant, and appointed to your Majesty's sloop Rattler.

"That your Majesty's memorialist, when lieutenant of the said sloop, was, on the night of the 4th of January, 1805, invested with the command of three boats and 30 men, belonging to that sloop and to the Folkstone, hired-armed lugger, to endeavour to cut out from under the batteries of *St. Vallery-en-Caux*, a French lugger privateer, mounting 14 carriage guns, and manned with 78 men, which service unfortunately failed by her crew rallying after she had been some minutes in our possession.

"That your Majesty's memorialist in this attempt received nine sabre wounds in the head, by which the sight of his right eye has been materially injured; one sabre wound on the right hand, which has also materialy injured the use of two fingers; one sabre wound on the right shoulder; one sabre wound in the left leg, and a pistol shot wound in the left foot; together with two other slight wounds, making in all, fifteen in number.

"That your Majesty's memorialist, in consequence of the state of insensibility caused by these wounds, was made prisoner; and after six months confinement to his bed, was transferred to the dépôt of Verdun, where he has been detained prisoner now nearly six years; although the Honourable Commissioners of the Transport Board, proposed to the French Government to exchange him against any officer of equal rank, in order that he might enjoy the care and attention of his family, in the very precarious state of health which has resulted in consequence of his wounds, and from the effects of which he is still suffering.

"That your Majesty's memorialist has hitherto refrained from petitioning your Majesty, in the constant hope of being exchanged, which would have enabled him to present himself for survey to the Commissioners of the Sick and Wounded; but all his applications having failed for a separate exchange, and the negociations for a general cartel being now interrupted, your Majesty's memorialist transmits the survey letter of his wounds on his arrival at Verdun, by your two senior captains, and the respective surgeons, prisoners of war in this dépôt, he trusts that their report will be received as sufficient document to prove the nature of his wounds.

"That your Majesty's memorialist most humbly prays that your Majesty will be most graciously pleased to take the circumstances of his case into consideration, and to grant him such a pension as is usually awarded to officers of similar rank, wounded in your Majesty's service; and your memorialist, as in duty bound, will ever pray.

"*Verdun*, 20*th November*, 1810." W. C. Dalyell."

Copy of the Report of the Survey.

"These are to certify the Right Honourable the Lords Comissioners of the Admiralty, that we have carefully examined the wounds received by Lieutenant W. C. Dalyell, late of His Majesty's Sloop Rattler; and that we have found the cicatrices of nine wounds on the head, from one of which several pieces of the cranium have been extracted; one wound in the right shoulder; one in the left leg; one in the left foot by a pistol ball, from which several pieces of bone have been taken away; one in the right hand, which has greatly injured the use of two fingers; and two other slight wounds; making in all, fifteen in number: and we do farther certify, that his general health has suffered materially, in consequence of the said wounds.

"Given under our hands, at Verdun, the 20th day of July, 1805.

(Signed) "E. L. GOWER, Captain of H. M. late ship Shannon.
"J. PORENTON, Captain of H. M. late ship Minerve.
"J. ALLEN, D.M. Surgeon of H. M. late ship Minerve.
"J. BELL, Surgeon of H. M. late ship Shannon.
"J. GRAHAM, Surgeon of H. M. late ship Hussar."

"I do further certify, that besides the injury to the general health of

Lieutenant W. C. Dalyell, in consequence of the above-mentioned wounds, that the bones of his face are considerably injured, which has deprived him in great part of the sight of his right eye, and from the nature of the complaint, may remain so during life.

"Given under my hand, in Verdun, this 15th day of Nov. 1810.

(Signed) "A. ALLEN, D.M. Surgeon to the British
Prisoners of War at Verdun."

In 1812, Mr. Dalyell, mindful of the kindness he had received at St. Vallery-en-Caux, wrote the following letter to Sir Rupert George, and the Commissioners of the Transport Office, viz.:—

"SIR, "*Verdun, Jan. 8th*, 1812.

"In taking the liberty of enclosing you a testimony of the generous and benevolent exertions displayed by several respectable inhabitants of St. Vallery-en-Caux, in February 1807, towards the shipwrecked crews of H. M. Gun Brig, the Inveterate, and other (merchants') vessels; may I also be permitted to add the request Messrs. Le Seigneur and Angot have made me, to solicit the Commissioners of the Transport Office to release two of their relations, Portz, on board the Crown Prince, at Chatham, and Jacques Angot, at Lauden, N. B.; and that of their friends, to allow Thomas Fridere, Cordonnier, taken as chief mate on board the Printems, in 1803, now at Dartmouth, to be at large on parole, as also Mr. Duconner, on board the Crown Prince. I have been prompted to this as a small mark of my acknowledgements for the humane and kind attention I experienced from those good people, during a confinement at St. Valery of six months to my bed.

"Allow me, Sir, to take this opportunity of expressing my particular thanks to you, and to Commissioners Serle, Hamilton, and Brown, for the very handsome and flattering request you were pleased to make to the French Government, in May 1805, for my exchange, in consideration of my severe wounds; and although they were not actuated by the same motives of humanity, I still look forward to the hope of being serviceable to my country, and by fresh emulation and zealous exertion, to obtain its honourable applause. "I have the honour to be, Sir,

"Most respectfully,

"Your very obedient and humble Servant,

"*To Sir Rupert George, &c. &c. &c.*

W. C. Dalyell,

Late of H. M. Sloop, Rattler."

The Honourable the Commissioners of the Transport Office, to Lieutenant W. C. Dalyell, prisoner of war, on his parole of honour, at Verdun.

" SIR, " *Transport Office, 20th Feb.* 1813.

" I am desired by the Commissioners of the Transport Office, to acknowledge the receipt of your letter of the 8th ult. addressed to Sir Rupert George. I have the honour to inform you it has been laid before the Lords Commissioners of the Admiralty, who, from your representations of the exertions of the inhabitants of St. Vallery-en-Caux, to save the lives of 69 British seamen, wrecked in the Inveterate, gun brig; and also an account of their humane attention to you; have allowed the release of Messrs. Portz and Angot, and moreover permitted Messrs. Cordonnier and Duconner to enjoy the liberty of parole in this country, agreeably to your request " I have the honour to be, &c. &c.

(Signed) *Mc Keay,*
Secretary."

In May, 1812, in consequence of his exemplary conduct, Lieutenant Dalyell was appointed one of the Council of Administration of the English Prisoners at Verdun. A greater compliment could not have been paid him. His duty consisted in seeing justice done to the prisoners, respecting their clothes, provisions, &c. This appointment was announced in the following letter; viz.

To Mr. Dalyell, lieutenant of the navy, an English prisoner of war, at Verdun.

" SIR, *Verdun, 16th January,* 1812.

" We have the honour of acquainting you, that you have been selected and appointed by us to be a Member of the Council of Administration, which, by virtue of an act of the ministry, bearing date the 2d of this month, is to be organized in the dépôt of the prisoners of war at Verdun.

" The colonel, Baron de Beauchesne, commandant of the said dépôt, and president of the Council, will announce to you officially the day, hour, and place of your assembling, whenever circumstances and the interest of the administration shall require it.

" We have the honour to salute you,

(Signed) *Major Bonnevalles.*"

Lt. Comm. la Gen. ROBERT. &c. &c.
Col. Com. le Depôt, SOYER.

In February, 1813, Mr. Dalyell addressed the following letter to the Duc de Feltre; viz.

W. C. Dalyell, Lieutenant in the Navy of his Britannic Majesty, prisoner of war, at Verdun, to his Excellency the Duke of Feltre, Minister at War, &c. &c. &c.

"MY LORD, *Verdun, 17th Feb.* 1813.

"I have already had the honour of representing to your Excellency my unfortunate condition, that has doubtlessly been obliterated from your remembrance by the more important matters which incessantly occupy your Excellency's attention; yet, as owing to my wounds my health is daily declining, I apprehend the most serious consequences. The accompanying certificate of the physicians appointed to visit me by the Baron de Beauchesne, will satisfy your Excellency that I am unfit for service. I also beg leave to observe, that my government has granted me a pension, with liberty to retire from the service. Relying with confidence on the humanity of your Excellency, I venture to renew my request to be permitted to return to the bosom of my family, and that your Excellency will deign to lay this request before his Majesty the Emperor, and obtain for me that favour which has recently been granted to my countrymen who were in the same condition as myself. My acknowledgments shall be commensurate with the profound respect with which I am,

"My Lord,
"Your Excellency's very obedient, and
"most humble servant,
W. C. Dalyell."

Copy of the Certificate of the French Physicians.

We the undersigned Senior Surgeons in Chief, &c. have this day visited Mr. Dalyell, Lieutenant of the Royal English Navy, a prisoner of war in this city, pursuant to the order of Colonel Baron de Beauchesne, commandant of the dépôt of the said prisoners, and of the department, and have found that Mr. Dalyell has fifteen scars on various parts of his body, the effects of wounds which he has informed us he has received from swords, and which he has informed us he got some years ago when boarding the French privateer "Le Vimereux;" that the deepest of those wounds are from sabre cuts on the face and head, by which the cranium was injured, and several pieces of bone extracted, attended with suppuration, and frequent pains in the head; one stroke from a bayonet on the great angle of the right eye, which has produced an habitual *epiphora*, and a visible weakness of that eye; a cut by a sabre on the right hand, by which he has lost the use of the middle finger; a shot on the left foot, which has fractured several bones, and lamed him;—from the nature and variety of these several infirmities that Lieutenant Dalyell neither is at present or ever will again be fit for service.

(Signed) *Jussy, D. M.*

Verdun, 17th Feb. 1813. *W. Donion.*

And on the 15th May, his ever watchful protectors, Messrs. Seigneur and Angot, presented the following memorial in his behalf; viz.

Translation.

St. Vallery, en Caux, 15th May, 1813.

To his Excellency the Duc de Feltre, Minister of War.

Abraham Le Seigneur fils, Merchant,
and —— Angot, Physician,

Have the honour of representing to your Excellency that Mr. William Dalyell, officer of the British navy, now at the dépôt of Verdun, was made prisoner in this roadstead in January, 1805, dangerously wounded in a boarding party, which lost him his liberty. It was owing to the care of the memorialists, and other inhabitants of this town, that he was recalled to life.

The gratitude of that officer, and also of his family, has ever since been most conspicuous. To the prisoners belonging to our town confined in Great Britain, they have never ceased to be useful, alleviating the misery of captivity by succours conferred, or privileges procured.

Your Excellency will acquire the conviction of the above facts by the subjoined letters from the Transport Office, and from Mr. Seaman, purser of a prison-ship. To sum all up, Mr. Dalyell has just obtained the release of Messrs. Commanville, Angot, and Portz, likewise obtained the privilege of parole for Messrs. Cordonnier and Duconnier. M. Commanville arrived about a year, and the other two some months since.

Animated by a becoming spirit of gratitude, and desirous of giving a particular proof to Mr. Dalyell that shall demonstrate to England that Frenchmen yield nothing in point of generosity to their enemies, we unite ourselves in the honour of having recourse to your Excellency, entreating your Grace to take into consideration the essential services rendered by Mr. Dalyell to our countrymen, and in return allow him, upon the express application we have now the honour of making, to return to his native country upon such terms and conditions as it may please your Excellency to determine.

In case your Excellency should not have it in your power to comply with our application to its whole extent, permit us to supplicate your Excellency to allow Mr. Dalyell a six months' leave of absence, during which he might be empowered to return to the bosom of his family, where his presence for the arrangement of his private affairs is indispensably necessary.

Should your Excellency require it, knowing the sentiments of honour and sincerity which animate that officer, we offer without fear to assume the responsibility that you may deem needful to impose for his reappearance at the expiration of his leave of absence.

Desirous of obtaining from your justice this act of benevolence, we claim it with the utmost confidence, and have the honour to be, with most profound respect, &c. &c. &c.

In December last, without any previous anticipation, Mr. Dalyell received from the Duc de Feltre his passport to return to England, which he attributed to the effects of the above memorial.

Universally respected, it is not too much to say, that every one who knew him rejoiced in his good fortune. The senior naval officer supplied him with the following testimonial; viz.

This is to certify, that Lieutenant Dalyell, of the royal navy, has conducted himself, during his long captivity, in a regular gentleman-like manner; and by the late commandant (Baron de Beauchesne), he was appointed one of the Council of Administration, in which situation he took care, as far as lay in his power, that justice was done to his countrymen. And I know, from the confidence that the present commandant, Major de Meulan, has placed in him, he has been enabled to render important services to several of his fellow-prisoners.

Given under my hand at Verdun, on the Meuse, in France, the 20th day of December, 1813.

C. Otter,

Captain of H. M. late ship Proserpine.

On his arrival in London, his old friend Hanchett, then commanding a 64, and just returned from America, where he had greatly distinguished himself, wrote him the following hasty note; viz.

"MY DEAR DALYELL, *Manchester-square, Jan. 15th*, 1814.

"I am truly sorry I was not at home when you called upon me, that I might have had an opportunity of personally congratulating my old fellow-sufferer upon his return to his native country.

"I have often heard Captain Mason speak of your gallantry upon that occasion, and if you tell Lord M. of the very severe and numerous wounds you received in boarding the lugger, I think that of itself will insure your promotion.

"I do assure you that I shall be most happy to bear testimony of your particular gallantry and good conduct when we were taken before, and many other occasions, when you served under me in boats; and I can conscientiously aver, that I never saw more real courage and coolness exhibited in one person.

"I will be with you by ten to-morrow, in the mean time believe me

"Your very sincere friend,

J. M. Hanchett."

Capt. R. N.

On the 17th February, the Lords Commissioners of the Admiralty signed Mr. Dalyell's commission as commander, as per letter:—

"SIR, "*Admiralty*, 17*th February*, 1814.

"My Lords commissioners of the Admiralty having been pleased to sign a commission, promoting you to the rank of commander, I have their Lordships commands to acquaint you therewith. I am, Sir,

"Your very humble servant,

"*Lieut. W. C. C. Dalyell.*" *J. Barrow.*"

Soon afterwards, the Committee belonging to Lloyd's Fund, voted 50*l.* for a sword to Mr. Dalyell, in addition to 100*l.* voted in 1805.

Mindful of the debt of gratitude due to his friends in France, he wrote the following letter to the Transport Board, *viz.*

"GENTLEMEN, "*British Hotel, Cockspur-street, Jan.* 1814.

"Conformably to your desire, I have the honour of transmitting a list of the English prisoners in France at their respective dépôts. Captain Otter informed me, that he had forwarded to the Board the names of those whose wounds and misfortunes have rendered them incapable of active service; and I learnt at the French War Office, that it was necessary to specify the name and rank of each prisoner, when applied for by this country. I also learnt from the minister's secretary, that the French government were anxious to mitigate, if not altogether to abolish, the punishment of officers, and had released several of ours from Bitche, but not finding any return, had ceased to shew that mark of favour.

"I embrace this opportunity of remarking, that Monsieur de Meulan, commandant at Verdun, has been very instrumental in procuring for several officers a reinstatement to their comforts, who had broken their parole, having become personally responsible for upwards of twenty officers under those unfortunate circumstances.

"I would also take the liberty of requesting the release of Monsieur de Montbazin, a relative of the commandant (de Meulan) of the same rank with myself, as I am sure the British government would not be outdone in liberality; and by releasing that particular person, it would evince to his relatives in France, how much his kindness to English prisoners is felt in this country. I have the honour to be, &c.

W. C. Dalyell."

To the merits of Lieutenant Donaldson, Mr. Dalyell was ever anxious to do justice; and, watchful of the interest of his captive-comrade, he addressed the following letter to the Secretary of the Admiralty, *viz.*

"SIR, *British Hotel, February 12th,* 1814.

"In compliance with your request, I have the honour to enclose you a list of the names of the prisoners at Verdun,* which includes that of the midshipmen; and those who, to the best of my recollection, have passed, I have marked.

"In regard to Mr. Donaldson, I thought the best recommendation I can give, would be a copy of my official letter on that unfortunate occasion; and I beg to remark, that in consequence of a letter from Lord Keith's secretary, Mr. Donaldson considered himself confirmed from the time of his capture, which is the reason he has not made any farther application, and I trust that his very gallant conduct will move their Lordships to grant him his seniority from that period.

"I have the honour to be, Sir.

"Your very obedient servant,

"*To J. W. Croker, Esq. M.P.*" W. C. Dalyell."

To leave no stone unturned to serve his friends, he addressed J. W. Croker, Esq. the following letter:—

"SIR, *9th March,* 1814.

"In taking the liberty of bearing testimony to the very honourable and most just conduct of Monsieur de Meulan, commandant of the English prisoners at Verdun, may I be permitted to add the request he made me to ask my Lords Commissioners of the Admiralty, the release of his cousin, Lieutenant de Montbezin, of the French navy, prisoner at Stapleton. Monsieur de Meulan has been very instrumental in obtaining the reinstatement of several of our countrymen in their comforts, who had broken their parole; having, in many cases, become personally responsible for those officers whose release he had procured from close confinement at Bitche. Thence, the release of that gentleman would prove to his relatives how much the benevolence of the Commandant, Monsieur de Meulan, has been estimated in this country.

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* See N. C. Vol. XXXI. p. 327.

"A sense of gratitude impels me farther to presume hazarding a similar request, in behalf of Monsieur Cordonnier, mate of the Printems, now a prisoner on parole, at Llanimdovery, as a token of my remembrance of the humanity I experienced from his family at St. Vallery en Caux, during a confinement of six months, when the fortune of war had consigned me, senseless and bleeding, to their hospitable care.

"I have the honour to be, Sir,
"Your most obedient humble Servant,

"*J. W. Croker, Esq. M.P. &c.*
Admiralty."
W. C. Dalyell."

"SIR, "*Admiralty Office*, 10*th March*, 1814.

"I have received and laid before my Lords Commissioners of the Admiralty, your letter of the 9th inst. requesting, under the circumstances therein stated, that the two persons named on the other side hereof, detained as prisoners of war in this country, may be released; and have their Lordships' commands to acquaint you, that your request cannot be complied with.

"I am, Sir,
"Your very humble Servant,

(Signed) *J. Barrow.*"

"*To Captain W. C. Dalyell.*"

Mr. Dalyell did not lose any time before he gratified the fond feelings of a mother who had endured so many sorrows on his account. The first interview must be supposed to have been extremely tender and solemn. When last he had seen Lady Dalyell, he was in his nineteenth year; he had now just completed his thirtieth! During the interval of *eleven years*, it is not surprising that his features were so greatly changed, even his mother would not have known him, had it not been for a strong family likeness which still remained of the youthful face she had before beheld.

The Editor is aware that he may be suspected of having already forgotten the sentiments contained in the lines he wrote as a motto to the memoir of Captain Gordon.—He has, however, not forgotten it. The picture he has drawn of Mr. Dalyell was taken from the original in 1804. His conduct fully deserves,—and completely justifies every thing said in his favour. Mr. Dalyell's exemplary valour is attested by all who knew him; he endured hardships and misfortunes with dignity and fortitude,—and that no one could be more beloved than him, the documents we have published completely prove; and that, particularly during a tedious captivity of *nine years' duration!*

The tide of fortune has, however, changed. Captain Dalyell is now enjoying the reward of great personal merit amidst the smiles and caresses of the great; and it is rather to be wished than expected, that the urbanity of manners and goodness of heart—which, no less than his courage and misfortunes, recommended him to the esteem of his Biographer, may remain undiminished. Captain Dalyell should keep a strict guard over himself—lest universal flattery should spoil him: for it certainly requires a stronger mind to bear prosperity with moderation, than adversity with dignity.

At the Court and Levee held by the Prince Regent at Carlton House, on Thursday, the 28th July, Captain Dalyell had the honour of being presented by General Turner, upon his recent promotion, and return from France, after a captivity of nine years duration.

Captain Dalyell has several brothers, of whom Sir James, the eldest, entered the military service, and was abroad on the continent during the present war.—John Graham,* bred to the pro-

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* Publications of John Graham Dalyell, Esq. Advocate and Vice-president of the Royal Antiquarian Society:—

" A tract chiefly relative to monastic antiquities.

" Some account of a very ancient manuscript of Martial's Epigrams; with anecdotes of the manners of the Romans.

" Incidents in the life of James Earl of Murray, Regent of Scotland; and

" Biographical Sketches of Sir William Kerealdy, Governor of Edinburgh Castle in the reign of Mary.

" Several ancient manuscripts, illustrative of Scotish history; with commentaries and illustrations.

" Observations on some interesting phenomena in animal physiology: with coloured figures of living animals.

" Some translations of scientific works, with illustrations—as Spallanfession of the law, Vice-president of the Royal Antiquarian Society, and author of several works on natural history and antiquities. Robert, an officer in the 43d regiment of foot, who has served in India, Denmark, Spain, and Portugal, who was severely wounded at the battles of Pombal or Condacie, and Sabayal; and is now with Lord Wellington's army; who has very recently returned from France; his brother, the subject of this memoir, going to meet him at Portsmouth, after an absence of eleven years!

HERALDRY.

In the year 1772, a patent was issued by the Lion King at Arms of Scotland, certifying, "that the ensigns armorial pertaining and belonging to Sir Robert Dalyell, of Binns, Baronet, the lineal heir of General Thomas Dalyell, also the heir male and representative of the ancient family of Menteith, Earls of Menteith, are matriculated in the registers of the Lyon Office, and blazoned thus:—*Quarterly first and fourth, or, a bend chequé sable and argent, betwixt three bucklers, azure,* for Menteith: *second and third sable, a naked man, in pale, proper, a canton in the dexter chief point, argent, charged with a sword and pistol, in saltire, proper:* and in the sinister chief point the badge of Nova Scotia. *Above the shield* is placed an helmet, befitting his degree, with a mantling, gules, the doubling argent; on a wreath of his liveries, is set for *crest, a naked dexter arm,* issuing out of the wreath, *grasping a scymitar proper,* the crest hilted and pommelled, or. In an escroll, *above the crest,* this *motto,* '*I dare,*' and in another, *below the shield,* on a hillock, proper, whereon are placed two lions, sejant, guardant, gules, armed and langued, azure, are these words, '*Right and Reason.*'"

Captain Dalyell's mark of cadency, denoting this place in his own family, is an *amulet* or *ring.*

The words printed in italics, are Captain W. C. C. Dalyell's particular bearings—and will describe them, by being merely copied out, omitting the rest.

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zani's tracts on animals and vegetables.—Also Huber's natural history of bees."

There is likewise a small tract (appended to another work), on some of the expedients that have been recommended or adopted for preserving the lives of mariners.—On this subject, Mr. J. G. Dalyell is still making collections; and we agree with him, that it has received too little attention from the world in general.

NAUTICAL ANECDOTES, &c.

SIR SIDNEY SMITH.

AT a Common Hall of the Mayor and Commonality of the borough of Plymouth, held at the Guildhall, of and within the said borough, on Thursday, the 7th day of July instant, in pursuance of a regular notice of three clear days, from Henry Woolcombe, Esq. Mayor, for the purpose hereafter mentioned:—

The Mayor and Commonality, in Common Hall assembled, being desirous of recording the sense of high desert, and their gratitude for eminent services to their country, more especially in that branch of his Majesty's service, with which, from local circumstances, they are more immediately connected, have taken into their consideration the meritorious actions of Vice-admiral Sir William Sidney Smith, now arrived at this port, from his command on the Mediterranean station, at the conclusion of a war of unexampled importance, through the long course of which this gallant officer has been actively and eminently engaged. In this eventful war, in which the naval and military renown of Britain has been extended to a pitch, not only exceeding the recorded glory of former ages, but even the most ardent expectation of the present times: a war, not more distinguished by the stupendous victories of fleets and armies, than by the most brilliant instances of individual prowess; no exploit has surpassed the astonishing defence of Acre. To Sir S. Smith it was given, by fortitude, perseverance, conduct, and valour, to revive and augment the glories of England in Palestine, and on the plains of Nazareth, to defeat the gigantic ambition of France, meditating the destruction of the British power in India. Nor were the ability and valour of the Chieftain more distinguished on this memorable occasion than his humanity, that humanity which, in the moment of victory, has ever adorned the brightest examples of British heroism, and which, in this instance, admitted of no check from the recollection of unmerited sufferings and indignities in a captivity unauthorized by the usages of honourable war, and inflicted in revenge for the exercise of that zeal, intrepidity, and spirit of enterprise which should have commanded the admiration rather than the detestation of his foes, have unanimously resolved to confer the Freedom of the said Borough on the said Sir William Sidney Smith, Knt. Grand Cross of the Military Order of the Sword in Sweden, &c. and Vice-admiral of the Red Squadron of his Majesty's Fleet, in testimony of his high distinguished and meritorious services, and it is ordered that the same be presented to him in a silver box, by a Committee of the Commonality.

" Resolved, That the following Gentlemen, *viz.* Sir Wm. Elford, Bart. Recorder, John Arthur, Esq. Justice, Richard Pridham, Esq. Robert Butler Bennett, D.M. and George Bellamy, D.M. be a Committee for the above purpose, and that any three of them be competent to act.

"Resolved, That the Mayor be requested to communicate the above Resolutions to Sir Wm. Sidney Smith, and to acquaint him, that the deputation will wait on him with the Freedom, when he shall next come within the Borough.

A true Copy.

Joseph Whiteford,
Dep. Town Clerk."

LAUNCH OF THE NELSON.

On the 4th July, 1814, the Nelson, the largest line-of-battle ship ever built in England, was launched at the King's Yard, Woolwich. The royal marines were drawn up in the street, in front of the entrance gate, the royal artillery was ranged in extended files in every direction, within the Dock-yard, for the purpose of preserving order, and the Fermanagh militia were stationed around. Stages for the accommodation of the spectators were erected contiguous to the vessel ready to be launched. They were lined inside with the colours of the shipping, which had a grand and striking effect. One on the larboard side, with the royal standard, was appropriated to the Lords of the Admiralty, and another on the opposite side to correspond, to the Commissioners. The St. George's red and the blue ensigns were displayed at the fore, main, and mizen-masts. A red ensign was also hanging over her stern, and the union jack forward. She appeared a beautiful ship, and is the finest of the class ever built in British docks, constructed purposely to commemorate the numerous and glorious victories achieved by the hero from whom she derives her name, and as a tribute of national gratitude to the memory of departed bravery and merit.

The following are her dimensions :—

	Ft.	*In.*
Length on the range of the lower gun-deck from the rabbit of the stem to the rabbit of the stern-post	205	0¼
Length from the aft part of the fife-rail to the fore part of the figure head	244	0
Length of the keel for tonnage	170	10
Breadth moulded	52	11
Breadth extreme	53	8
Breadth to the outside of the main walls	54	6
Depth in the hold	28	0
Perpendicular height from the underside of the false keel to the upper part of the figure-head	55	2
Perpendicular height from the underside of the false keel to the upper part of the taff-rail	65	2
Length of the foremast	118	0½
Diameter	3	2
Length of the mainmast	127	2¼
Diameter	3	5
Length of the maintop-mast	77	0¼
Length of the main-yard	109	3
Diameter	2	2

	Ft.	In.
Length of the bowsprit	75	1
Diameter	3	1
Draft of water { Afore	24	0
Draft of water { Abaft	25	0

Burthen in tons, 2617 $\frac{4}{94}$ tons.

Establishment of men, 875.

	Gun.	Poun.	Car.	Poun.
Gun-deck *	32	32		
Middle ditto	34	24		
Upper ditto	34	18		
Quarter ditto	6	12	10	23
Forecastle	2	12	2	32

The head exemplifies the whole art, ingenuity, and workmanship of our professed artists; it is ornamented with the bust of our brave and ever-to-be-lamented Hero, "NELSON," supported by Fame and Britannia, with the motto, "England expects every Man to do his Duty.—The stern is one of the most magnificent ever seen.

At ten minutes past one Count Platoff arrived in a private carriage, accompanied by some of his aides-de-camps. As soon as he was recognized, the shouts of the multitude rent the air; he was accompanied by Commissioner Cunningham to his stage or box, on the starboard side. The band struck up "*God save the King.*" Marshal Blucher joined him about ten minutes previous to the launch. Lord Melville, accompanied by several officers, ladies, and gentlemen, arrived in the Admiralty barge about twenty minutes past one, and went on board the Nelson, where they were shewn the state cabins; they afterwards returned and took their seats in the box prepared for them.

The dock-yard men soon after began to remove the shores which supported the ship on slips. By two o'clock the tide had flowed nearly high enough, and at 32 minutes past two the usual signal was given, the remaining shores were taken away, and the Nelson began to move. She went off the slips and glided into the river, amidst the shouts of at least 20,000 spectators. Having been named with the usual ceremony of throwing a bottle of wine against her bows, she drifted to the middle of the river, and dropped anchor. The spectators on board the ships and on shore greeted her with three cheers. The bands again played martial music, and the launch ended: and we are happy to state the pleasure of the day was not damped by the smallest accident.

CAPTAIN STACPOOLE, LATE OF THE STATIRA.

VARIOUS accounts of the lamented death of this excellent officer having appeared in the public papers, we have been favoured with permission to give the following, from a letter written by Lieutenant White, first of the Statira, to a highly respected friend of the deceased, in Devonshire:—

"SIR, "*Kingston, Jamaica, May* 2, 1814.

"With the deepest regret, I take up my pen to inform you of the death of my much to be lamented friend, Captain Stackpoole; who unfortunately fell in an affair of honour, with a Lieutenant Cecil, of the navy, on the 2d of last month. Captain Stackpoole had been informed (by two officers formerly of the Statira), that Mr. Cecil had vilely traduced his character, by declaring in their presence, that he never spoke the truth. It was impossible for a man, even with *much less nicety* of honour than my friend possessed, to put up with such an assertion.

"On the Statira's arrival here, he learned that his calumniator was serving on board the Argo: I therefore prepared myself at his request, to wait on that gentleman the moment the Argo arrived in this port, to demand if the reported conversation was true, and if so, a suitable apology; and in case of Mr. Cecil denying the conversation, to have such denial in writing. I am sorry to say it was only in part denied, and an apology refused; Mr. C. preferring giving my friend the personal satisfaction he demanded.

"The parties met at a place called Park Henderson, at a quarter before five on the following morning; took their ground at ten paces, and fired as nearly together as possible; when, strange and lamentable to say, your poor brother received the ball of his adversary, which entered his right arm a little above the wrist, and from thence entered his side, fracturing the first rib, and passing through the lungs, which almost instantaneously deprived him of life.

"He died without speaking a word, or even uttering a groan. His whole conduct throughout this affair, was marked by that cool courage which he so eminently possessed, and had so often displayed in his country's service. To his friends and acquaintance he is an irreparable loss; to his King and country a great national one.

"Immediately after this dreadful affair, I removed him to the Statira, and from thence on the following morning to the place of his interment (Port-Royal Church-yard). His funeral was attended by Rear-admiral Brown, all the navy, and most of the army, who saw the military honours due to his rank, paid.

"I am sure, Sir, you will break this dreadful circumstance to Mrs. Stacpoole, with that brotherly affection you have always shewn to my poor departed friend; and which he in our moments of pleasant conversation has so often mentioned to me with gratitude; I would write and endeavour to console her; but in my present almost deranged state, it is impossible.

"I much fear even you will not be able to make out this unconnected account; my present feelings and situation are the only excuse I shall make. Admiral Brown directed all his property to remain in the Statira. I have had it covered and left on board the ship in charge of Frederick Withey, a faithful and most affectionate servant, whom I most earnestly recommend to your notice. His pistols are still in my possession, and shall be taken care of until called for.

"I am at present residing in the country, until the next assizes take place, which will be in August. The other parties are much in the same way, equally unhappy indeed. The blame is in a great degree to be attached to those who mentioned what they had heard; for nearly four years had elapsed;—and nothing induced the young man to come to the resolution he did, but the fear of losing his character.

"I must close this melancholy subject, wishing you and all his friends fortitude to get over this dreadful calamity,—and hoping you will forgive this miserable scrawl, I remain,

"Your poor brother's sincere friend,

"*Charles Samuel White*,

"Late Senior Lieut. of Statira."

"P.S. Any letter you wish me to receive, if sent through the same channel this goes, will come safe."

We know that Captain Stackpoole's character at the Admiralty, was of the first possible standing; and his challenge to meet the Macedonian, which the American had thought fit to decline, had endeared him to every officer and man of the Statira. It would not become us to comment on the conduct of Lieutenant Cecil; but we, under present circumstances, may be allowed to ask, is it not most deplorable, that one who dreaded more than death the loss of his own character, should have so wantonly traduced that of a superior officer?

NAVAL ARCHITECTURE.

Some of our readers, perhaps, may recollect our mentioning, that a very sumptuous barge (expressly fitted out for, and used by, the late Emperor of France, when he visited Bordeaux some time since), had been captured in the Gironne by the British squadron.—Vice-admiral Penrose and the squadron, having determined to present it to his Royal Highness the Prince Regent, the Egmont conveyed it home, and it was to have received some repairs in Plymouth dock-yard before being sent off for the river; but in contemplation, we suppose, of the intended naval review at Portsmouth, it has been taken thither by the Belle-Poule. It is most beautifully constructed, and adorned with every tasteful device that could be thought of. An imperial eagle, standing on a dolphin, both exquisitely carved and gilded, form its head. On each bow there is a bronze cupid. Its quarter pieces bear the figures of Mars and Bellona. The state cabin is magnificently carved and gilded, with eight windows, over each of which appears a letter of the word Napoleon, in a scroll. On each side of the cabin doors stand two bronze Egyptian figures. The stern is peculiarly superb, and displays a great variety of emblematical figures in bronze and gilding, which create, altogether, a most unique and splendid spectacle. The extreme length is 60 feet, and the breadth 14; and it is said to have cost 4,000*l*. Soon after its being captured, 140 men, rowed by 18 oars, were landed from it at Bordeaux, when it proved equally buoyant as a jolly-boat.

NAVAL ARCHITECTURAL ENTERPRISE.

We learn, that Captain Nathaniel M. Perley, late commander of the ship Volant, which was captured on her passage from Bayonne to Boston, and carried into Halifax, has constructed and nearly completed, within eight weeks, a *schooner*, of about 110 tons, which for beauty, strength, and utility, is not excelled in the world. She was built near Rowley Green, *one mile and an half from the water.* No object of this nature and magnitude has ever created more speculation of opinion, than the building of this vessel; and it was generally conceived that she could never be transported to her destined element; but to the surprise of many, and joy of all, she was started from her building place at about 10 o'clock A.M. and before five P.M. was landed at the water's edge.—The whole apparatus for the operation was prepared under Captain P.'s immediate direction. She was borne by a set of trucks, of four wheels each, about two feet in height, and 16 inches broad. These were drawn by 100 yoke of oxen, in four strings—two of which were to the forward trucks, and two attached to a cable prepared for the purpose. The subject is rendered more interesting by the fact, that neither, man, beast, nor property, received any essential injury. The weight is estimated at from 100 to 120 tons. Improvements may probably be made on this invention, which will prove highly useful to the mechanic, merchant, and man of enterprise.

BULLETIN OF THE STATE OF THE KING'S HEALTH.

Windsor Castle, July 2.

His Majesty continues well in his health, and has been generally in a tranquil and cheerful state of mind throughout the last month.

H. Halford, *J. Willis,*
M. Baillie, *R. Willis.*
W. Heberden.

PLATE CCCCXVIII.

THE Peak of Fogo, or del Fuego, the highest of the Cape Verde Islands, is said to be a volcano constantly burning. Its latitude is 14° 55′ N. longitude 24° 24′ W.

Voyagers have asserted, that the volcano is visible at above an hundred miles distance. The atmosphere was hazy when the accompanying sketch was taken, which, perhaps, was the reason why the eruption was not seen after dark, though within fifty miles of it.

During a passage to St. Helena, while running to the westward of the Cape Verde Islands, a strong and continued light was seen in the night, in a direction nearly impossible for it to have been Fogo. The ship's course was altered until day-break, when St. Antonio appeared, and near the only habitation on its western side, the heath or underwood was burning the whole morning, which was the light seen on the previous night, and which must have been full thirty miles distant when discovered. In passing St. Antonio, the islands St. Vincent, St. Lucia, and St. Nicholas opened to the view; but though the ship in her course southward, was within seventy miles of Fogo, and much nearer to Brava, neither of the islands were seen in the day-time, nor the eruption from the former during the night, though the weather was not more hazy than is usual between the tropics. When at anchor in Port Praya, St. Jago, the peak of Fogo was distinctly seen in the day-time, but the eruption from it was looked for in vain after dark.

CORRESPONDENCE.

TO THE RIGHT HON. LORD VISCOUNT MELVILLE.

MY LORD,

THE anxiety you have shewn, the marked attention you have evinced, to the interests and comforts of the navy, will add unusual brilliancy to the name and administration of a Melville. Continue thus to imitate the actions of a father, so much admired and regretted. Your late advance of half-pay was a measure of justice and compassion, which proves you not unworthy of your sire; desirous as you are to place the naval officers in a state of comfort and respectability, with confidence I appeal to you in favour of a class of officers long neglected; I mean the MASTER's MATES and MIDSHIPMEN. Among these numerous and interesting aspirants are many who have passed their examination for a rank, the object of youthful ambition, and many who have lingered for years in the horrors of French prisons. The expences incident to their situation in the support of their rank as officers, have been proved to be equal to that of a captain in the army. The letter of a master's mate in the NAVAL CHRONICLE of June 1812, evinces this assertion: to it I refer you, and I am certain it is satisfactory. The relative situations of an army and naval officer are there accurately stated. The result of your investigation will not leave a doubt of the hardships under which a class of officers, *the vital stock of the service—the future hopes of the country*—labour; I appeal, my Lord, to your own innate feelings, unshackled by the advice of your naval assistants—they have themselves suffered in the tempestuous voyage to rank—they have weathered the storm, and look down on the struggles of their juniors with a callous insensibility; their feelings blunted by having participated in their sufferings. Your Lordship, born in the elevated ranks of life, has never felt the agony of hope deferred—the lacerated feeling of youthful honour, struggling with penury in that abyss of misery, oppression, and anxiety—a cockpit. Sir J. Yorke and Lord H. Paulet, men of rank, enjoying the blessings of affluence and respected for their birth, passed the term of probation with comfort and indulgence; possessing affluence, they felt not corroding care—*they looked forward with a certainty to future elevation.* The number of passed midshipmen are about a THOUSAND:

common report has informed me the list amounts to near THREE THOUSAND—but, my Lord, many of these, tired and disappointed, have long since left the service; some, for improper conduct, are incapable of promotion; not a few have descended "to that *bourne* from whence no traveller returns;" of those who remain, many have passed *two, three*, or *four* years, some SIX, and there are absolutely two cases which have fallen under my knowledge, of TWELVE YEARS! Are they, then, my Lord, to be abandoned to misfortune and misery? Are their long services, expences, and misfortunes to be—thus recompenced at a PEACE, which places the United Kingdom in a situation so glorious and respectable? Unfortunate men! what is to become of them? Many have survived the loss of all their early friends, who could have placed them in situations of comfort and respectability. Their only hopes—their most heartfelt pride—is promotion. For the merchant service many are unfit; but even if they were so capable, will the increasing commerce of the country afford them employment? or, if it did, will you reduce them to accept it? Allow not your feelings to be cramped by the cold prudential calculations of political economy—by a penuriousness, narrow, ridiculous, and absurd. The number of officers in the army are twelve thousand, that of the navy four thousand eight hundred. There is not such a disproportion in the men they command. Your Lordship will admit that in services they have not been excelled, without partiality, they have exceeded. They are the safeguards of the country; the firm bulwark of its political existence! Why then, my Lord, do they not enjoy an equal portion of respect and emolument? What reason can be justly assigned why a midshipman who has passed his examination—*whose first army rank* is that of CAPTAIN, should not enjoy a recompence, for which he labours harder and pays more in expences than the army lieutenant, who can sell his commission? But it may be observed, that such a proceeding is novel, and would destroy that delightful gradation of service, that has been aptly compared to stepping from behind a coach into one. What has the present system of naval education produced? its merits are undiscoverable. It has nothing but custom to defend it; and on the prejudices of a few bigotted individuals its continuance depends. Its defects, on the contrary, are evident; it destroys the finest feelings of the soul—generates dissimulation and vulgarity. In your Lordship's high situation you have the least opportunity of observing its ill effects. Educated with the strictest attention to politeness and propriety, you must view, with the keenest disgust, that want of gentlemanly feeling but too common. A lieutenant in the army is to have four shillings per day. Surely, my Lord, a passed midshipman, of one, two, or three years, would not be overpaid by 2*s.* 6*d.*, 3*s.*, or 3*s.* 6*d. per diem?* This gradual increase, would, in some measure, recompense and soothe his feelings of disappointment; but if, from the ridiculous considerations of misapplied discipline, such an independance *is improper*, what is there *to prevent your promoting them?* Justice demands it. The expense of their promotion ought not to be a matter of consideration: but even that would not be the saving of three line of battle ships. The aggregate number of naval officers would be still 5209 inferior to the army; and not half the expense. The increase of this number might be retarded by means equally just and necessary. The present system of passing, although intended for the advantage of young men, is attended with numerous abuses; the reign of favouritism is more complete; *many are never asked a question*; while some writhe under the torment of vexatious continuance, and not a few are turned back disgraced, from vulgar, momentary, and capricious dislike. The subject requires much explanation. At present I will observe, that the best remedy would be, to SWEAR THE EXAMINANTS: men who sometimes consider the examination as a mere matter of form, would *then*, from conscientious motives, act with impartiality and justice. The quarter-deck would no longer be disgraced by ignorance and deficiency, You might, without injustice, make the examination more difficult: let the lunar observations form an indispensable part of it, and if the candidates decrease, they will be more select,—more respectable, and you will insure better officers for the navy; and, as the greatest spur to exertion, let promotion crown the merit of the successful candidate.

No gentleman, my Lord, who has served his six years with credit, can be under any obligation to his country for a lieutenant's commission: it is dearly earned, and ought not to be withheld. Your Lordship's justice will insure it to those who were prisoners; and I anticipate, from a late confidential circular letter, marked in its language by a sound and sagacious attention to justice and due responsibility, some future provision for the rest. It will not, I hope, lead to the system of Earl St. Vincent, by appointing them to ships *in lieu of able seamen*, as part complement;—a measure which ruined many, and exposed all to oppression.

Continue, my Lord, thus to deserve well of your country: the gratitude of a service but too much neglected, will reward you. Your Lordship possesses too high a sense of feeling to despise it. The writer of this, himself a long passed midshipman, but devoid of that necessary interest which commands attention and promotion, will feel happy, if, in calling your Lordship's attention to a situation felt by himself, he can direct your beneficence to the whole; he will be rewarded by success, and will join in the meed of gratitude and approbation.

An Old Passed Midshipman.

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MR. EDITOR, *Bermuda, May*, 1814.

I THINK the following account worthy of insertion in your CHRONICLE, being the capture and recapture of the American schooner Commodore Perry, from Charleston to Philadelphia, with cotton, by a boat from H. M. sloop Recruit, off the Frying-Pan Shoals, South Carolina:—

On the 20th of November, 1813, at 11 P.M. being quite calm, the small boat from the stern, with Mr. Tilly, master, one marine, and four seamen, was sent after a schooner, not then visible from the deck; they succeeded in getting possession of her, after a pull of nearly four hours, when at 8 o'clock, the officer and all the men looking out anxiously in different parts of the vessel for the brig, who had just then burnt a blue light, found themselves all of a sudden thrown overboard; the enemy, with the exception of one man, who remained below for another purpose, having come behind them unawares, every body but the man at the helm was now in the water, and he was nearly hauled down by the man in the cabin, when the master, with his brave followers, having gained the boat towing astern (where they had put their arms to be ready to return on board) instantly re-boarded and cut down all before them, shewing the Yankees the awful consequence of such dishonourable conduct; for had the schooner been going a little faster through the water, they could not have got hold of the boat, and must have inevitably perished, it being a dark night, and full five miles from the Recruit. Yours, &c.

Carolina.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

NORTH BRITAIN.

ISLE OF MAY.

AN act of parliament has passed during the present session (1813-14), for enabling the commissioners of the northern light-houses to purchase the island and light of May, at the entrance of the *frith*[*] of Forth; and for amending several acts in regard to the northern light-houses. Of this the preamble recites acts of 26 GEORGE III. c. 101; 28 GEORGE III. c. 25; 29 GEORGE III. c. 52; 38 GEORGE III. c. 57; 46 GEORGE III. c. 132; farther recites, that the commissioners have erected one light-house on Kennaird's head, in Aberdeen-shire; a second on North Ronaldshay, in Orkney (now converted into a beacon); a third on the point of Scalpa, one of the Harries isles; a fourth on the Mull of Cantyre; a fifth on the island of Pladda, near Arran; a sixth and seventh on the Pentland Skerries, in Orkney; an eighth on the island of Inch-keith, in the frith of Forth; a ninth on the Start point of Sanday, in Orkney; and a tenth on the Cape, or Bell, rock:[†] farther that they have entered into an agreement[‡] for the purchase from William Henry Cavendish Bentinck-Scott, and Henrietta Scott, Duke and Duchess of Portland, of the island of May, with the privilege of levying duties upon vessels sailing between the castle of Dun-ottar and Saint Abbe's head. And farther recites that several additional light-houses are wanted; particularly one upon Galloway, at the entrance of the frith of Clyde and Irish Channel; a second on the dangerous sunken rocks of Skerore, near the islands of Tiree and Mull, in Argyll-shire, in the direct track of coasting ships, and also dangerous to ships making the western shores of Ireland and of Scotland, from the Atlantic ocean; a third upon Cape Wrath,* in Sutherland-shire; a fourth and fifth in the Shetland isles; a sixth upon Tarbet-ness, in Cromarty-shire, to open the Murray frith and Cromarty bay, as a rendezvous for shipping in storms from the east: also that it would be of benefit to the public to exhibit an oil light on the isle of May in lieu of a coal fire, and to carry into effect sundry other purposes, &c. The enactments then provide for the following objects: *viz.* Power for the commissioners to purchase the island and light of May. The said light to be altered and improved; and other light-houses to be erected. Amount of duties to be levied on shipping for maintenance thereof. Duties not to extend to public ships, or to any vessel sailing from one port to another westward of Queen's-ferry in the frith of Forth; or from one port to another in the frith of Tay.† To prevent accidents from lime-kilns, or other works exhibiting lights on shore.‡ Power to appoint collectors in the ports of Great-Britain and Ireland. Bonds to be given by collectors. Commissioners may apply surplus of duties to payment for purchase of island of May. Part of said island may be sold or otherwise disposed of, and proceeds applied to purposes of this act. Power to borrow money. Powers of former recited acts extended hereunto, in so far as the same are not altered by this act.

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[*] FRITH:—(*fretum*, latin;), now used in Scotland for the aestuary, or mouth of great rivers; or for a deeply indented arm of the sea.—(HYDROGRAPHER, 𝔑. ℭ.)

[†] BELL-ROCK:—𝔑. ℭ. vol. xi, p. 37, 73; xviii, 154; xxii, 361; xxiv. 198; xxv, 46; xxvii, 399. For the other danger near the frith of Forth called the Car-rock, see xxx, 490.

[‡] AGREEMENT:—COWEL says, in his *Interpreter*, that this word comes from the latin *aggreamentum*, which, according to PLOWDEN, is *aggregatio mentium*. This etymology was doubtlessly taken from an argument of Serjeant POLLARD, in a well-known case of Reniger *v.* Fogassa, determined in the reign of Q. Eliza-

. The Hydrographer of the Naval Chronicle deems it justice towards a meritorious individual, to record, that the above useful legislative

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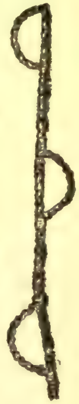
beth, about 1562; and, for the satisfaction of the curious, it is here given *verbatim* from PLOWDEN's *Commentaries*, with a translation; of which, as the original is in the barbarous law-French, it was thought to stand in need to render it intelligible. —*Adeprimes quant al definition del parol* (agreement) *moy semble que aggreamentum est un parol compound de deux parolx, s. de aggregatio & mentium, issint que aggreamentum est aggregatio mentium in re aliqua facta vel facienda. Issint que per le contraction de les deux parolx, & per le correption and brief parlance de eux, ils sont fait un parol, le quel nest auter mes un union collection copulation & conjunction de deux ou plusors ments en ascun chose fait ou a fait.*" The sense of which is as follows:—And first as to the definition of the word (agreement), it seems to me that *aggreamentum* is one word compounded of two words, *i. e.* of *aggregatio* and *mentium*, so that by the contraction and hasty pronunciation of them they are made one word, meaning an aggregation of minds; which is no other than an union, collection, copulation, and conjunction of two or more minds in any thing done or to be done.—(HYDROGRAPHER N. C.)

* N. C. xxiv, 43. xxxi. 217.

† TAY:—N. C. xxix, 425.

‡ N. C. xxvii, 228.

measure evidently has originated from a paper entituled, *Report of the coast from the southern extremity of Norfolk to the frith of Forth; with the means proposed for saving persons from shipwreck*; *by* GEORGE WILLIAM MANBY. Dated Edinburgh, 10th March, 1813; and ordered by the House of Commons to be printed 7th December, 1813; of which the following is an extract:—



"St. Abb's Head:—This protruding headland has to record a number of distressing cases, from vessels being driven under it, and where the fate of their crews has been inevitable. The rope-ladder may here be applied with considerable success, and I was assured would have saved numbers, as vessels come close to the rock, having from eight to eleven fathoms at its foot. A mortar will be beneficial for the shore of Coldinghame, where there are many fishermen.

"Island of May.—Among the various improvements produced with a view to guard against shipwreck, and constituted to add security and advantages unto navigation, the system of lights deservedly stands first; because it warns and points out objects of danger in the hours of darkness; by giving certain information of a vessel's situation in a trackless and stormy ocean, and aiding her to reach the destined port in safety. If, however, this well-designed plan be not duly attended to; and from neglect (for to nothing else can it be attributed) the lights are at times not visible, or present repeated obscurations, the dangers that attend the maritime interests of the country, and to which the lives of men are constantly exposed, increase to an alarming degree. These remarks occurred to me from the observations I had made of the light upon the above named island, which is situated at the mouth of the Frith of Forth. My attention was particularly directed to it, by the repeated representations I received from persons along the coast, that the loss of many vessels had been attributed to it; and it was farther said, partly to involve the destruction of the two frigates lately wrecked at Dunbar. In order to make correct observations for forming an opinion, I took the aid of a good glass, and employed myself in looking at the light on several clear winter nights: sometimes (when I presume the fire was stirred) a bright flame was exhibited, but it was of short duration, and sunk again into darkness. I am confirmed in this remark by the officer commanding the signal station at Black-Castle, which is on an eminence immediately opposite to the island; and by the reports of many of the officers commanding ships of war on the Leith station; but I may in particular mention Captain PIERCE, of his Majesty's sloop Rifleman, who declared, in the presence of Vice-admiral OTWAY, commanding on this station, that during the eighteen months he had been under his command, he had repeatedly run within half a mile of the island before the light was discernible. This light is maintained by coals, which is at all times, and in any situation, improper; but it is more so on this coast, because there are many lime-kilns burning so near it, that unless the utmost attention be used to keep a regular blaze, and render the streams of light perceptible, it can be of no service to navigation, and may easily be mistaken, from its similitude to those lights on shore. The island of May, with its light, are private property; and to that circumstance I cannot avoid attributing in a great degree its imperfection, from the want of that control which is essential to so important a subject, and cannot be properly maintained, except by government authority, or a well-regulated society. Under a strong impression of the truth of this, I would earnestly recommend, that this light be purchased, and placed under the immediate control of Government, or of the Trinity-house, or the Commissioners for Northern Lights: I need scarcely add, that the light should be illuminated with reflectors, so as to form a distinction from any other. I cannot conclude without remarking, that no study would be more beneficial to navigation, than that of producing a method of determining the situation of, and knowing every light, when seen. It is a subject worthy of serious consideration from those to whose department so important a branch of maritime science belongs, to perfect a system, the result of which would be of incalculable good to this nation, and to universal maritime commerce."

After rendering due justice to the merits of Mr. Manby, in his endeavours to establish and carry into effect a system for saving lives from shipwreck, the Hydrographer deems it no less imperative on him herein to record the following lines extracted from the *Transactions of the Society instituted at London, A.D.* 1754, *for the encouragement of arts, manufactures, and commerce*; (vol. xxv. for the year 1807.)

"Publicity having been recently given to some experiments off the eastern coasts of this island, for preserving lives in case of shipwreck, by means of a rope, attached to a shell thrown from a mortar, the Society think it incumbent on them to remind the public, that, so far back as the year 1792, a bounty of fifty guineas was given to Mr. JOHN BELL, then serjeant, afterwards lieutenant of the royal-artillery, for his invention of throwing a rope on shore, by means of a shell from a mortar on board the vessel in distress: the particulars of which were published in the tenth volume of the Society's Transactions: but a descriptive engraving having been omitted at that time, it is thought expedient to insert it in the present publication, with some further particulars then omitted, &c."

Serjeant BELL's letter to the society, in justification of his pretension to a reward, is dated "Woolwich, 4th April, 1791." For the more particular elucidation of this subject, the reader is referred to the Naval Chronicle, i. 417; ii. 428; iii. 64; xx. 360; xxi. 398; xxiii. 188, 292; xxiv. 288, 452; xxv. 457; xxvii. 310; xxviii. 295, 298.

Although it appears manifest herefrom that the projects of Mr. Manby cannot strictly claim the title of an original invention (unless this gentleman can substantiate their existence prior to the year 1791), yet his improvement of the means employed by his predecessor, Mr. Bell; their more extensive application; and, above all, their reduction to a system, constitute for their author an undeniable right to credit and praise, for philanthropy and patriotism, as also to the reward of ingenuity and industry, devoted unto so laudable an object as the preservation of human life from the perils of shipwreck.

S.

ATLANTIC OCEAN.

ICE ISLANDS.*

Extract of a Letter from Halifax, dated 31 *May*, 1814.

"On the 14th May, the convoy under H.M.S. Spencer, bound to Quebec,

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* ICE-ISLANDS:—Naval Chronicle, vol. ii, p. 306; v, 484; x, 181; xxxi, 220, 398.

In latitude 44° 18′ N. longitude 50° 50′ W. fell in with upwards of twenty ice islands, some of which were eighty feet above the surface of the water, and about two acres in extent. In the afternoon of the same day, the convoy met a field of ice, computed at twenty miles extent, generally about thirty feet above the water, some parts being considerably higher: happily these islands and this field were discovered in the day-time, and in clear weather; from which fortuitous circumstances no accident occurred."

SOUTHERN OCEANIC DANGER.*

Extract from the Narrative of a Voyage of Discovery performed in H. M.'s Vessel the Lady Nelson, &c. By JAMES GRANT, Lieutenant R.N.

"1800, June 18.—By observation at noon we were in latitude 31° 13′ S. longitude *per* acc. 11° 48′ W. About 5 P.M. my attention was excited by a more than ordinary motion of the vessel. On reaching the deck, I found no more wind than we had all day; but the sea was running very hollow, and breaking at times. On asking the mate who had the watch, how long it was since this sea got up? He answered, about ten minutes; when it rose and broke about half a cable-length from the vessel on our starboard bow: it appeared to me so like a breach, that I believed the bottom could be at no great depth. Both of us were so much surprised, that without speaking a word I went and took in sail to heave the vessel to, and put the deep-sea line over, but had no soundings with 120 fathoms. I saw the sea break twice as we passed it, one wave following the other; but as we were going six knots, and the sea very high, I could only observe it, while the vessel was rounding-to, rise higher on that spot than the place we were on. From the different form of the sea, together with the manner in which it broke, I think there must be some ground at no great depth in this spot; for it did not gradually rise into a heavy long swell and break at top, as it had done all day; but was lifted up suddenly perpendicular, throwing itself forward, and doubling over as it fell into an immense column of water, breaking into a very heavy surge. There is little doubt, if we had been in it as it fell, that it would have overwhelmed us; so that we escaped more owing to chance than management. The sea we had been going through all day, when in the hollow of it, was much higher than our mast-head, so that we had no great scope of view; but no inconvenience was felt, as it was long, regular, and heavy, permitting the vessel to remain on the top of it some time before it rolled from under her: but these breakers were of a very different nature; I observed before that it was the sudden motion of the vessel which led me on deck; but as soon as she was hove-to we found ourselves in the same state we had been in all day. In the chart prefixed to the East India Directory, some breakers seen by Captain Smith are laid down in the same latitude we were in this day: and in longitude 13° W. but judging myself to the E. of them, and having a powerful swell from the W. with a strong W.S.W. gale, steering S.E. ½ S. with the addition of being sometimes obliged to throw the vessel farther off to E. to avoid the breaking of the top of the sea, I did not apprehend falling in with them as laid down by him. Whether these be the same or not, or whether there is any ground (although I have no doubt there is), yet it will be some satisfaction to seamen to know this fact, that they may guard against them. The latitude so nearly corresponds, that I have every reason to believe them the same. On my arrival at the Cape of Good-Hope, I seized the first opportunity to transmit an account of them to Europe, with my opinion. I before remarked the latitude and longitude at noon, from which, until we fell in with these breakers, we had run 32 miles S.E. ½ E. by compass. I allowed the variation to be about 12° 15′ W. when we saw them: (it having been observed on the 16th June to be 11° 30′ W. and on the 20th 14° W.)"*

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* OCEANIC DANGERS:—Naval Chronicle: vol. i, p. 357; xix. 452; xxv. 222; xxvii, 26; xxviii, 71; xxix, 220, 303; xxxi, 220, 398. If the Admiralty adopts the suggestions of our two hydrographical correspondents, ATLAS and J. H. in a former part of the present volume (as that board has occasionally but silently done the N. C. the honour of doing on certain other subjects), we hope the part of the ocean mentioned in the text, will be comprised in the project of any voyage of survey or investigation.—(HYDROGRAPHER N. C.)

AFRICA.

MR. HYDROGRAPHER, *East India House, 20th June*, 1814.

As the Cape of Good Hope * and its dependencies will probably be conceded to Great Britain, I cannot help making some observations concerning the prospect of an increasing commerce with our oriental possessions, so far as relates to the navigation along the coast of South Africa.

It is well known to those who have approached the coast of South Africa, between the Cape of Good Hope and Algoa Bay,† that it is difficult even in the day-time to distinguish one headland from another, because from the want of a regular survey, or well authenticated observations, this coast has never been correctly delineated; and on this account, many ships have been in danger (and probably some actually lost) by mistaking one headland for another.

Captain JAMES CALLANDER, who has long resided at the Cape of Good Hope, and is well acquainted with the circumjacent coasts (having made various voyages ‡ to the bays eastward of the Cape), is of opinion, that

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* CAPE OF GOOD HOPE:—Naval Chronicle: vol. v. 417; xii, 380; ii, 260; xxiii, 187; xxviii, p. 148, 232, 479.

† ALGOA BAY.—N. C. ii, 130.

‡ He lately volunteered his services in H. M. S. Stag, to search for the wreck of the ship William-Pitt, thought to have been lost a little to the westward of Algoa Bay. Considerable anxiety respecting the fate of this ship having been excited in the public mind, we subjoin an extract of a letter from an officer on board the Stag, which seems to render but too probable the opinion, that she has been lost at sea:—In fact, since this article has been prepared for the press, a paper has been printed by order of the House of Commons, wherein this William Pitt, of 572 tons, built at Liverpool 1803, is stated officially to have been lost off Algoa bay, 17 December, 1813, on her 3d voyage homeward-bound.

" *Cape Town, February* 11.

" I am just arrived in the Stag frigate, having been three weeks down the coast eastward, as far as the Great Fish river (or Rio Infante), in search of the wreck of a ship, which we can scarcely doubt is that of the William-Pitt, Captain Butler, three light-houses erected on the following places, would be greatly for the benefit of navigation, *viz.* one on the extremity of the Cape of Good Hope, in order to guide ships clear of the Bellows and Anvil rocks, when going into, or coming out of False Bay ; and this light would also guide ships in doubling the Cape, whether coming from the East or West.—A second lighthouse should be erected on Cape Agulhas,* to guide ships round this

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from Batavia. Prior to our departure, the Morley transport arrived here from Algoa Bay, bringing with her the top of a box, directed to the William-Pitt, at Gravesend, dated Saturday, February 21, 1813, to the care of Mr. Raspinson, waterman; as also another, directed, "Mrs. Crawford and John Crawford, Esq." Mr. and Mrs. Crawford, and two children, are known to have been passengers in the William-Pitt. There also drifted ashore near Algoa Bay, a chest, probably that of the captain's steward, having in the front and on the centre plank, the words William-Pitt; also some of the poop-deck planks, with cot-screws in them, apparently ripped from the beams with great violence. Her bulk-heads and venetian blinds, the furniture of the cabin under the poop, small bed-steads, the remnant of a small boat, together with dead sheep and pigs, have also drifted on shore near Algoa Bay. As a ship was there seen passing to the westward on the 17th of last month, and in the night of the 18th five guns were heard in the bay of St. Francis, a gale blowing from the west, and the night very dark and raining, it is thought she must have been in the bay, and suffered this damage by shipping heavy seas, by which the articles above-mentioned were washed overboard. No traces, however, appear of a wreck, as no ropes, masts, sails, nor casks, have been seen. I have, however, little doubt in my own mind, that the ship is lost, and, I fear, all on board must have perished. If she were at anchor near the bay when she suffered so much damage, she probably sunk at her moorings ; or if, by any chance, she got out to sea, she has probably foundered ; which last supposition I think the more natural, from no human bodies having floated on shore along with the sheep and pigs. About three days ago, 100 letters arrived from Algoa Bay, part of the mail of the William-Pitt, all directed for London, in a shattered state, and some without covers ; also invoices of part of her cargo, open without cover, having all been washed about among the sand on the beach : duplicates were sent by the Lord Eldon."—(HYDROGRAPHER 𝔓. ℭ.)

* AGULHAS :—This name, which signifies "Needles," was affixed to the cape so called by its Portuguese discoverers, because it is said the magnetic needle had no variation there about the time of its discovery. In 1598 the variation at this cape was 30′ W. at Cape Good-hope 25′ E. and at Cape False 0. The Portuguese name has been corrupted by English mariners into "Lagullas" and "Lagullus." It is really time for men of science to make a stand against such inroads upon its language. Different navigators, and even hydrographers, have described the bays and headlands of southern Afric under such various names, as have been the means of confounding one with another, and have rendered it difficult to know which is intended. Surely it would be better to revert either to the primitive indigenous name of each place, if it can be traced, or else to the legitimate nomination of its first discoverer, when identified : for such is the backward state of this branch of science, that there are still disputed claims relative to priority. One never sees any communication from the Hydrographer of the Admiralty on these and similar subjects, tending to the diffusion of knowledge beneficial to the nautical part of our commuunity.—(HYDROGRAPHER 𝔓. ℭ.)

most southerly angle of Africa, and prevent them from getting into the deep bay on the east side of it in the night, which happened to the ships Milford and Star, where they were nearly lost.—The third light-house ought to be erected on Cape Recife, which forms the south boundary of Algoa Bay, and it is that part of the coast which ships from India endeavour to make when bound to the westward, although surrounded by a dangerous reef, and not easily distinguished.

Captain Callander is of opinion, that the expense of three light-houses on South Africa would be easily defrayed by a small duty levied on all ships that touch at the Cape of Good Hope, or pass near the coast.

The following communication from him, will exemplify what has been stated above :—

I have been long surprised, that many of our ships from India endeavour to make the land about Natal; why should they risk shipwreck * on a coast so barbarous? why not get into latitude 34° 30′ S. before they make the land? in which parallel, they will be sure to see it by the time they have got into longitude 25° 30′ E. and will be up with Cape Recife, when they may proceed to the anchorage in Algoa Bay, if any way disabled, or finding the weather stormy at sea. Here, during the winter months, ships may lie well sheltered from wind and sea, they may get masts, bowsprits, yards, &c. if wanted, and plenty of fine fresh provision for a sickly crew. No ship, in my opinion, should make the land to the eastward of Cape Recife; for 13 leagues eastward of this Cape, lies that dangerous rock on which the Dodington East Indiaman was lost, distant about 3 leagues to seaward from Cape Padron, the nearest land."

It often happens, that ships homeward-bound are disabled, by the tempestuous weather which prevails more or less at all seasons in the vicinity of the coast of South Africa, particularly during winter, by which they are forced to put into Table Bay, or Simon's Bay, in order to get refitted. Hitherto, great complaints have been made by those concerned with ships which have been refitted at the Cape, on account of inferior workmanship, high charges, and the quality of materials generally supplied. It therefore appears desirable, that some regulation should be adopted, to render ships perfectly sea-worthy when obliged to put in at the Cape of Good Hope for repairs, on terms as moderate as can be expected from the nature of the place. And it seems to me, that this object, so essential to the safety of those concerned in British commerce, might be effected in a great degree, were the gentlemen at Lloyd's, and others concerned in ships that trade to the Cape of Good Hope and farther eastward, to appoint some person qualified to superintend the repairs of such ships as may be forced to put in at the Cape from tempestuous weather. Were some plan of this nature to be adopted, I could recommend for an inspector of ships a person who has been settled at the Cape for a considerable time, and who is a competent judge of the timber that grows in South Africa, as well as of the various

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* Several homeward-bound ships have been wrecked on the coast of Natal, at various times, and their crews mostly destroyed by the natives. The place where the Grosvenor was lost is supposed to be near the Keiskamma river, or between that and the first point of Natal.

marine stores imported at the Cape. He could also examine all bills, procure carpenters or caulkers if requisite, and with the authority of the commanders or supercargos of ships, see that supplies of provisions were of the best quality and at the lowest rates. *

If it should not be thought absolutely necessary to erect *three* lighthouses on South Africa, certainly ONE erected on the Cape of Good Hope would essentially benefit commerce and navigation. There is a mount near the pitch or extremity of the Cape, about seven or eight hundred feet above the level of the sea, which would be an excellent situation for the light, as from this elevated place, it would be visible a great distance at sea in every direction.

Jas Horsburgh

EASTERN COAST.

As our knowledge of the interior, and eastern coast of Africa, is very limited, the following observations may probably be acceptable; they are extracted from the journal of Captain Smee, who was sent by the Bombay government in January, 1811, with the Ternate and Sylph cruisers under his command, in order to examine if any large rivers disembogued into the sea between Cape Guardafui and the island Zanzibar, particularly one said to be called the South-African Nile, having its source among the mountains of Abyssinia, near that of the Egyptian Nile; also to endeavour to gain information of the celebrated traveller, Mungo Parke, and of every thing useful relative to the present state of the African continent.

J. H.

The sum of information I have been able to collect, added to my own observations, is very small; and from a mass of matter, I can only submit the following, as it appears to me to be the best authenticated.

The East Coast of Africa, from Cape Guardafui to Magodasha, is arid and sterile, not a hut or boat was to be seen, although the sea abounds with fish, that useful article for the sustenance of man; from Magodasha it is much improved, and on the equator it becomes luxuriantly woody; and so continues farther to the southward than our researches led us. The whole extent of the African coast, from Cape Guardafui to Zanzibar, does not afford one good harbour that could secure ships, or admit of easy ingress or egress, unless some may exist among the numerous islands that line the shore from the equator to Patte, which were too extensive for us minutely to examine, with the limited time we had. The soundings along this coast are chiefly coral rocks, stones, and coarse sand, and it appears to be exposed to more swell and surf than any of the shores in India, from each monsoon blowing in a slanting direction upon it, added to the clear open sea in front:—during the southerly monsoon it is impossible to approach the shore with prudence; for if a ship were to get embayed, the heavy sea rolling in upon the coast would prevent her from beating off; and I never saw so high a sea and so much wind during the N.E. monsoon in any part of India, as we experienced along this coast, which, added to the velocity of the currents, renders it a very unpleasant navigation.

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* The worthy writer of this letter, followed up his suggestion practically by therein naming a gentleman whom he deemed thoroughly qualified for an inspector of shipping, and who he was of opinion would undertake the office for a very small remuneration; and even find pleasure in devoting his time and experience to the office: since which it having been understood that the shipping committee at Lloyd's have authorised another gentleman residing at the Cape to execute the functions herein pointed out; it has been deemed advisable to suppress the name of our correspondent's nominee, both as an act of deference towards the members of the Society at Lloyd's, and as a measure of delicacy due to the feelings of the two individuals alluded to: the object of the suggestor being the benefit of navigation pure from all personal views.—(HYDROGRAPHER 𝔓. 𝔈.)

The first object of my search was Doara River, which I was not fortunate enough to find, although running close along shore during the day for many miles on each side of the latitude Arrowsmith assigns to it; if it exist, it is doubtless a small insignificant stream.

Magodasha town, in latitude 2° 3′ N. is not very considerable, containing 150 or 200 houses; it has no river near it, and but little trade, perhaps on account of the insecurity of its port, which only affords shelter for boats within the reef fronting the town. It was governed in 1811 by a Soo-ma-lee chief, named Mahomed Be-ah-méen.

Between Magodsaha and Marca, are four villages, named Gezira, Dunana, Corialbec, and Mesher, which lie near the sea coast, and are inhabited by Soomalees. The town of Marca is small, and has no safe anchorage off it; Brava town is composed of about 100 huts, and is as defective in its port as Magodasha: they are severally governed by Soomalee chiefs.

The mouth of Rogues river, in lat. 13′ N. has a bar across its entrance, and can only be entered by boats at high water, although it is a large fresh water river, called by the Soomalees, Govind; by the Soowilees Soombo; and by the Arabs, Joole. The natives at its mouth and on its banks are inimical to all strangers; trade is scarcely known here.

The next principal river on this coast, called Oazee, is situated one day's journey south of the ports of Patte and Lamoo, which is also extensive, and without trade.

Quiliffe is the next river, situated in latitude 3° 26′ S. which is said to be a very large and deep stream, but has few inhabitants on its banks, and no trade.

The other considerable rivers that were mentioned to me, are Tooganey, opposite the N.E. end of the island Zanzibar; Leefeegee, near the port of Monfia; and a large river empties itself into the sea near to Quiloa. Along this extent of coast are many minor streams, but not one seems to possess advantages for trade. The tides flow up the large streams one day's journey from their mouths, and it is confidently reported, that they all take their rise among the mountains in Abyssinia. The informer, who is an intelligent Soomalee, had been in Habesh (Abyssinia) and drew a rough sketch on paper of mountains from which he said the rivers commenced, and ran to the sea coast. Five or six *coss*, or about one day's journey, and at the back of the towns of Brava, Marca, and Magadosha, is situated a small stream called the Doho, which does not join the Govind, but after coming down from Abyssinia, takes a direction along the coast to the southward, and is lost among some hills before it reaches the Govind. The Doho seems only to be a branch of a river called the Dawaha, and which answers from its situation to the river Zeebee nearly. The other, and main branch (the before-mentioned informer says) runs through Africa, and disembogues itself on the coast of Adel, near Burburrea.

Gunnana, a town on the right bank of the Govind, is about four weeks journey from Brava, being composed of about 300 huts, and its inhabitants are chiefly Soomalees. Surat cloths are taken to it from the coast, and exchanged for elephant's teeth, slaves, &c. There is also another considerable town called Leeween, on the left bank of the Govind, some distance inland from this river, which is inhabited by Galla negros, of no professed religion.

The Esoomadoo-Galla, a race of canibals,—the Oombaney, Howasliow, and Arooseeya, Galla tribes, intermixed with Soomaulees, inhabit the banks of the Dawaha nearest the sea coast; they do not cultivate the ground, but subsist on meat, milk, and herbs. The Gurracha-Galla inhabit the interior, south of the equator; and the Brava-Galla north of it; their language is nearly similar, and they are represented to be canibals, and cruel thieves.

The inhabitants opposite Zanzibar, are Wuddooa negros, but there is reason to suppose this part of the coast was formerly inhabited by Gurracha Galla, or as my instructions style them Giaga.

The Soomalees inhabit the sea coast from the equator, north, round Cape Guardafui, to Burburrea, and Zeyla:—their possessions extend some distance inland;—the Soowilees on the contrary are confined close to the sea coast, and inhabit that part of it from the equator southward about Cape Delgado; tribes of Caffres occasionally intervening, particularly to the southward of Zanzibar.

The numerous tribes of unfortunate negro slaves brought to this port annually for sale, are too numerous to describe, the principal are among the following: The Meeahmaizees whose country is said to be three months journey from the east coast of Africa; elephants abound in it, and some gold is also found. The Muckiva, whose country is said to be two months journey from the sea-coast. The Meeaboo, are fifty days from the coast. The Meegeendoo, are situated one month's journey from the port of Quiloa. The Gooroo tribe, are fifteen days journey from the sea coast. The Doai are said to be canibals, and inhabit a country ten days journey from the sea-coast. The Tiggua, are possessed of a tract of country four days journey from the coast; and the Mozumbarra one of three days journey. These are only a very few of the different tribes who inhabit a country nearly direct inland from the ports of Quiloa, Monfia, and Zanzibar. The interior is represented as very fertile, abounding in cattle and elephants.

The number of slaves sent annually from Zanzibar to the Isle of Mauritius Muscat and India, is computed about 10,000 of all ages, and both sexes.

The fate of our countryman Parke, of Hornemann, and their companions, has been my first and most anxious enquiry, of every stranger that has visited me: but I have not succeeded in meeting with any person who could give me the least information concerning them; among the slave-merchants, and newly imported slaves, I had at first some hopes; but after the most assiduous enquiries, assisted by some of the most respectable inhabitants of this island, it appears to me the fate of these enterprising travellers is wholly unknown on this coast.

I have not been able to gain any satisfactory information relative to the river Zambezi, nor the town of Sofala, the character of its former, or present inhabitants, nor a description of the surrounding country.

The Christian states of Yufathoa, on the confines of Abyssinia, with the large towns of Tombuctoo, Casbua, and Houssaye, in the interior of Africa or Ethiopia, said to be under the government of Mussulman Princes, together with the circumstances relative to the triennial voyages of Solomon's fleet from the Elanitic Gulf to Ophir, seem unknown to the inhabitants of this coast; nor have I met with any one who could give me a genuine account of the rivers Niger, and Ioliba, or the Nile of Soudan, or South Africa.

Zanzibar, (called Zingebaur by the natives) is an island situated, between latitude 5° 40′ and 6° 30′ S., extending nearly N.N.E. and S.S.W. about 50 miles; and is about 20 miles broad, having between it and the main-land many dangerous shoals. The passage to the harbour lies close to the island, and the harbour is rendered very secure, by the small islands and shoals that form a circle round the town. The depth of water is from 7 to 9 fathoms, and near the western islands the ground is foul; but toward the fort, and for a large half-mile outside of it, the bottom is fine stiff mud and sand. The spring tides rise between 14 and 17 feet, high water about four hours on full and change of moon; and at a small expense, docks might be constructed which would admit ships of five or six hundred tons burthen, in the creek the country vessels haul into at the back of the town. The appearance of the island is extremely delightful; it is in general low, but towards the centre rises into gentle eminences that are well clothed, and in many places cultivated. The rainy months are from March till September, with occasional showers during the other months:—the island possesses many springs in its interior, the water of which uniting with that produced by the rains, forms several refreshing streams flowing all the year round, supporting that scene of fertility and beauty at all times exhibited to view.—None of these streams are large, and the water when first taken from them is good, but from the great quantity of putrid vegetable matter it contains, soon becomes very offensive in taste and smell; in two or three weeks, however, when this vegetable matter is precipitated, the water regains its original sweetness. The town of Zanzibar, situated in latitude 6° 06′ S., is large, and built on the S. W. side of the island, chiefly of Cadjan huts:—there are a few stone-buildings belonging to the Arabs and merchants of Sind, and these more durable dwellings annually increase in number, in consequence of much property for some years past having been lost by fire, perhaps kindled intentionally by the needy Soowilees and Arabs, who are remarkable for the eagerness they display in plundering during the conflagrations. The fort appears to be of Portuguese construction, being a square, with a tower at each corner, and a battery or outwork towards the sea, in which they have four or five guns of large calibre, apparently of French manufacture; but the fort and guns seem so defective, that a single ship of war would find little difficulty in battering down the former. The soil of the island is in general light and sandy near the sea, but a little way inland, it is a rich black mould; the numerous springs, and frequent rains, with the excellent shelter afforded by the cocoa-nut-trees, which every where cover the island, all tend to render it extremely fruitful. Nothing can exceed the profusion of fruits, all of which are excellent in their kind, viz. pine-apples, mangos, many species of oranges, limes, citrons, plantains, bananas, pomegranates, and cocoa-nuts; sugar-cane is extensively cultivated, but no sugar is made on the island. The principal grain is *ioary*, and some rice is produced, but this is chiefly imported from Pemba, and some from India.

The root of a plant something like a yam, called by the natives Mahogo, the *Pao de Farine* of the Portuguese, forms the chief sustenance of the slaves and inferior inhabitants, together with ioary-bread, cocoa-nuts, fruit, and a little fish, of which the natives take but small quantities, considering their abundance in the harbour, and round the island. Vegetables are also plentiful, *viz.* pumpkins of all kinds, onions, yams, *brinjals*, *ocree*, sweet-potatoes, and a variety of greens: the profusion of these, and fruit produced almost spontaneously, renders the natives avere to labor. The operations of agriculture are not numerous, and chiefly consist in clearing the ground by fire, as we observed fires all along the fertile country south of the equator, and the time of doing this, is at the end of the dry season.

Camels and asses are their only beasts of burthen, and being scarce, are consequently valuable. Horses have been imported by the Arabs, who say they will not live; but this perhaps arises from the want of airy and commodious stables. Bullocks, sheep, and goats, are good, and in plenty, but the Hakeem engrosses the whole supply from the main (where they are cheap and numerous). A bullock sells from 10 to 12 dollars, and might be had for a fourth of this sum, if allowed freely to be imported from the opposite shore. This season, however, a famine happened at Quiloa, Monfia, and other parts adjacent, which tended greatly to raise the prices of every article of consumption. The other quadrupeds are monkies of various species, cats and dogs, but the latter are very scarce, the Soowilees having a great aversion to them. Poultry is plentiful and cheap, as 16 large fowls may be had for a dollar, but what seems extraordinary, eggs appear to be scarce and dear, and what we procured were generally bad. They have also a few Muscovy ducks, and some Guinea fowl which are found wild on the island. The variety of wild fowl is not great, although there appear to be plenty of curlew, snipe, some whistling-ducsk, pigeons and doves. The harbour affords a great variety of delicious fish, taken either by the net, or hook and line, among the shoals and rocks which connect the small islands that surround the harbour. Such persons as are fond of shells, will find their trouble amply repaid, by searching at low-water spring-tides, for curious and rare shells, which for beauty and lustre are not surpassed by any in the known world.

The inhabitants of Zanzibar consist of Soowilees, negro slaves, and Arabs; the latter are not numerous, and the whole of the population may be computed at about 200,000, of which not more than 2000 are Arabs. A considerable number of merchants from Cutch and Sind, who engross the greatest part of the trade, occupy the best houses in the town, and are the wealthiest portion of the community. Five-sixths of the population are slaves, some considerable Arab and Soowilee land-holders, possessing from two to four hundred of these unfortunates.

It is happy for those that fall into the hands of the Arabs, who are justly famed for their mild treatment of their slaves; they are allowed a small habitation on their owner's estate, and not being overworked, they seem to enjoy a considerable proportion of content and happiness, the fertile soil furnishing them, with little trouble, the means of subsistence.

All however, are not equally well situated, and the advocates for the slave trade ought to witness the slave market at Zanzibar, after which, if they possessed the smallest spark of generous feeling, they would abjure their doctrines.

The slaves are brought to market early in the day, but the principal show commences about three or four o'clock in the evening, where they are set off to the best advantage, by having their skins cleaned, and burnished with oil, their faces painted with red and white stripes, and sometimes their woolly hair plaited and ornamented with a yellow powder, which are esteemed marks of beauty or elegance among them; their hands and feet are decorated with rings and bracelets, and a new wrapper of striped or plain colored cloth, placed on their bodies. They are ranged in a line commencing with the youngest, encreasing to the rear according to their size; at the head of this file, which is composed of both sexes, and of all ages from six to sixty years, walks the miscreant who owns them, behind; and on each side, are stationed two or three of his domestic slaves armed, who serve as a guard. Thus ordered, the procession begins, and passes through the market-place and principal streets, the owner pronouncing in a kind of song, the good qualities of his slaves, and the prices which have been offered for them. If one strikes the fancy of a spectator, the line immediately stops, and a process of examination ensues, unequalled in any cattle-market in Europe. The examiner having ascertained there is no defect in the faculties of speech and hearing, and that the slave does not grind his teeth, nor snore in his sleep, which are deemed great faults, proceeds farther with the examination: the mouth and teeth are first examined, and afterwards every part of the body in succession, not excepting the private parts of both sexes, in the most indelicate manner. The slave is then made to run, and if there is no defect about the limbs, and no present disease, an offer is made, and at the close of the day, the slaves stripped of their finery, are sent to the houses of the highest bidder. Women with children newly born hanging at their breasts, and others so old that they can scarcely walk, are seen thus dragging about the streets; and some groups were so ill fed, that their bones appeared as if nearly ready to penetrate the skin. Children of six years old, sold for four or six dollars, the value of a prime slave was about 50 dollars, and a young girl about sixty dollars: Women with infants did not fetch so high a price as those without them, and old women scarcely any one would be burthened with.

When a slave dies, the corpse is often permitted to putrify on the beach, not a rag of cloth or a handful of earth being laid over it, and in consequence of this disgusting practice, the stench about the town is intolerable, which co-operating with the noxious effluvia arising from putrid vegetables during the rainy season, added to the filthiness of their low houses and narrow streets, tends to produce fevers and fluxes, which we were told, make dreadful ravages annually among the inhabitants.

From such scenes, the generous Briton, his heart beating warm with freedom, turns away with pity and indignation, and while he execrates the conductors of this infamous traffic, blushes that his country should ever have sanctioned such iniquity; though he remembers with exultation the man who freed her from so great a disgrace.

The sovereignty of the Island Zanzibar belongs to the *Emaum* of Muscat, who appoints the *Hakeem*, and his establishment consists of an assistant or vezier, and three or four officers who collect the customs.

The Emaum retains no kind of military force; the Hakeem's slaves, amounting to about 560, are all armed, and serve as soldiers. The hakeem is an eunuch slave* of the emaum's, and his ruling passion is the love of power; to retain which, he lives like a beggar, and transmits his savings and extortions as the price of his continuance in the government. Those who live under his authority, appear to detest and despise him.

The trade of this island, and of most of the ports on the east Coast of Africa, is chiefly in the hands of the Arabs belonging to Muscat, Maculla, &c. and a few adventurers from Sind and Surat.

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* Named Yacood, of small stature and disagreeable aspect, although not very dark, about 30 years of age, and was born in Amhara, a province of Abyssinia.

The principal imports at Zanzibar, are Surat and Cambay cloths, to the amount of nearly twelve lacks of rupees annually, besides cotton, beads, *ghee*,* fish, sugar, dates, grain, and about 200 candies of bar-iron, with some pig-lead, which is partly distributed for use along the coast. English woollens are in no demand.

The exports are slaves, elephant's teeth, raw *dammer*,† rhinoceros hides and horns, *cowries*,‡ wax, turtle-shell, *coir*,§ and cocoa-nuts. The duties collected here on merchandise are said to amount to a lack and a half of dollars annually; but as imposition and extortion are occasionally resorted to, it may perhaps exceed this amount. The *Emaum* of Muscat receives from hence a clear sum of sixty thousand dollars annually. The regular established duties are only 5 per cent. but I believe only Arabs pay so little.

Levies are frequently made on various pretexts, and while we lay here, a ship arrived from Muscat with a demand for 25,000 dollars, to assist (it was said) the Emaum in opposing the Wahabee,‖ though I certainly think it was to defray the expenses, and to purchase cargo for the very ship that brought the demand. An additional tax was immediately imposed, and the chief men of districts were ordered to collect it, and be answerable for its payment at a stated time, in default of which they were to be imprisoned. On this occasion the Surat traders were called upon to contribute a quota of 3,500 dollars, and perhaps would have suffered confinement and other punishment, had I not found it necessary to interfere, and remonstrate with the Hakeem on the impropriety of demanding either money or merchandise from those peaceable traders, beyond what the established duties of the port authorised him.

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* GHEE:—The butter made from buffalo's milk, and clarified; it is an article of very considerable commerce in various parts of Hindostan, and generally conveyed in packages made of hide; it will keep sweet a considerable time. These packages, called in that country *dupper*, contain from 10 to 40 gallons each. The price is generally from 6 to 8 *seer* for a rupee in Bengal; but it of course varies according to the qualities and the demand.—(HYDROGRAPHER 𝔑.ℭ.)

† DAMMER:—A kind of turpentine or resin, which flows spontaneously from a species of pine growing on Sumatra, and the Malay peninsula; where it is so plentiful that the natives gather it in lumps from the ground where it has fallen. It is exported in large quantities to Hindostan, &c. It hard, dark-coloured, brittle, and should be chosen as clear from impurities as possible. There is another sort which differs from the former, in being soft and whitish, having the appearance and consistency of putty. The latter production is esteemed in India for covering the bottoms of vessels, when mixed with the hard sort, which corrects its brittleness, and gives it fineness and duration.—(HYDROGRAPHER 𝔑.ℭ.)

‡ COWRIS:—Small shells, which pass current in Hindostan, and which used to be imported into Europe for the slave-trade; they are met with among the Maldivas, and the african islands: they are an article of trade at Bombay, where they are bought by the Surat *candi* of 7 *cwt.* and sold by tale in *puns* of 8 cowris each, 40 to 50 puns for a rupee. For the Europe market they should be chosen small, clean, and white, with a clear gloss on them, rejecting those which are yellow, large, and without lustre.—(HYDROGRAPHER 𝔑. ℭ.)

§ COIR:—Manufactured from the husks of the cocoa-nut, composed of small fibres, which, being soaked some time in water, become soft: when beaten, the other substance which mixed therewith, falls away like saw-dust, leaving only the thread-like strings; which are then spun into long yarns, and rolled into balls. The cordage thus manufactured is much esteemed in Hindostan, and is even preferred to that of Europe on some occasions, from its advantage of floating in water.—(HYDROGRAPHER 𝔑.ℭ.)

‖ See letters of NEARCHUS, 𝔑.ℭ. xxiv, 393, 371.

The following is a list of trading vessels at Zanzibar at the end of March, 1811: Two ships, two snows, three ketches, twenty-one *dows*, fifteen *beglas*, four *diugies*, ten small boats of different sizes, and two large boats building, making a total of fifty-nine vessels, the tonnage of which may be computed at about 10,000 tons.

In addition to this, a variety of coasting boats were constantly arriving and departing: in some seasons, upwards of 100 large dows and boats have arrived at this port from India and Arabia, but the trade appears now on the decline, while that of the ports of Mombas and Lamoo, belonging to independent Arab chiefs, is annually increasing; although as harbours, they do not possess near the advantages of Zanzibar.

The current coins at Zanzibar are Spanish dollars, German crowns, and rupees, and a quarter of a dollar appears to be their smallest coin. We did not observe any copper currency among them, but ioary grain is universally used by the poor in barter for all articles of consumption in the town and market.

We had little opportunity of becoming acquainted with the peculiar customs of the people of Zanzibar; the Soowilees being under the sway of the Arabs, generally adopt their manner and religion.

The Soowilees and Soomaulees being partly descended from the natives of Africa, have much of the negro appearance: the Soowilees possess the thick lip and flat nose, and are more robust than the Soomaulees; the latter being slender, are more active, and possess a degree of vivacity superior to the Soowilees. Both have woolly hair, and dress nearly alike, with a coloured cloth round their loins, and another loose white cloth thrown over their shoulders; they generally go bare-headed, and some ornament their wool.

Notwithstanding the heat of the climate, the vast quantities of wood, and the filthy manner of the inhabitants, it does not appear that Zanzibar is naturally an unhealthy place, if we except the rainy season, when fevers and fluxes, from causes already mentioned, are prevalent, but which by proper regulations might be easily removed. In a place where they have no medical assistance, or receptacles for the diseased, it may be supposed many miserable objects would be observed in the streets: this, however, is not the case, and we did not see more of these unfortunates than are to be met with in most of our settlements in India. Their prejudice against the introduction of vaccine inoculation, which is great, can only be removed by experience: the small-pox often visits the natives of Zanzibar, and we were told, that about two years ago it had made dreadful ravages all over the island. Our surgeon was provided with vaccine matter from Bombay, of two months old when we arrived, and had the first interview with the Hakeem; but it was with the utmost difficulty, a long time after, that an inhabitant permitted two of his children to be inoculated, and unfortunately the matter did not take effect, from having been kept too long: perhaps the indifferency these people shew at the proposal of a preventive remedy, arises from a want of faith in its efficacy.

The English have hitherto had very little communication with Zanzibar, although the French have long been in the habit of frequenting this island for slaves, &c. Previous to our arrival, only two English cruizers had touched at the island, since Admiral Blankett was here in 1799, on his passage along the

African coast to the Red Sea. Captain Bissel, whose account of that expedition was published by Mr. DALRYMPLE, says, they found the natives of this island of the inferior order, so ignorant of the value of coin, as to prefer in exchange a gilt button to a guinea. This might have been the case then, but we not only found them well acquainted with money, but as dexterous at overcharging in a bargain, and exorbitant in their demands, as any dealer in the *buzar* of Bombay; they were, however, as he justly says, very civil and hospitable.

While we were at Zanzibar, I had frequent visits, and conferences with a wealthy merchant of that place named Mohamed-ben-Caliph, also with Mohamed-Abderuman-ben-Omar-Soomany, and Syed-Moother-ben-Syed-Aboo-Bookir, two respectable Soomaulee merchants belonging to the port of Brava, who were trading here. To the attention I had in my power to shew them, I am indebted for their information relative to the sources of the rivers on this coast, from the equator south to Quiloa (called by the natives Keelwa), together with the account of the Dewaha and Doho, the towns of Gunnana and Leween, situated on each side of the Govind, also of Magadosha (called by the natives Magadeesha), Brava, and Murca, towns north of the Equator. From these two intelligent men, I also procured the Soomaulee and Galla dialects, as contained in the following vocabulary; the Soowilee words, I procured from Mohamed-Ben-Caliph mentioned above, to whom, and to the others, I made suitable presents to the value of several hundred rupees, for their civility and attention.

Comparative list of dialects on the eastern Coast of Africa.*

English.	*Soowilee.*	*Soomaulee.*	*Galla.*
Sun	Joo-war	Ee-re	Hathoo
Moon	Mo-azee	El-bait	Iee
Wind	Paipo	Oomfar	Affran
Fire	Moto	Dubb	E-eweeda
Fruit	Ma-toon-da	Currow	E-enca-ra-wa-na
Grass	Malinee	Waakut	Booyoo
Indian corn	Mahendee	Gellai	Mezuigo
Bread	Moocahtee	Goomoo	Gee-vees
Water	Maajee	Baihai	Bees-san
River	Ma-to-na	Wahwee	Doab
Fountain	Keech-wa	Ma-tha-eereed	
A Well	Kis-see-mah	Hail	Ai-le-ma
Fish	Summakee	Ma-la-lee	Koor-too-moo
Ox	Fa-hal-lee	Deewee	Deeweecha
Sheep	Cun-dow	Heeree	Reeai
Goat	Boazee	Rarinyode	Horar
Man	Moo-too	Dud	Il-mee-numina
Woman	Manoo-moo-kee	Deedow	Nuddeen
Friends	Ruffeeke	Weethai	Jaaleekeea
Year	Marka	Sannatoo	Gun-na
Month	Meyzee	Shaaikoo	Bateetoko
Week	See-koosa-ba	Todowajeer	Goo-yoo-tud-ba
Day	Seekoo Moya	Jai-kee	Goo-yoo-matoke

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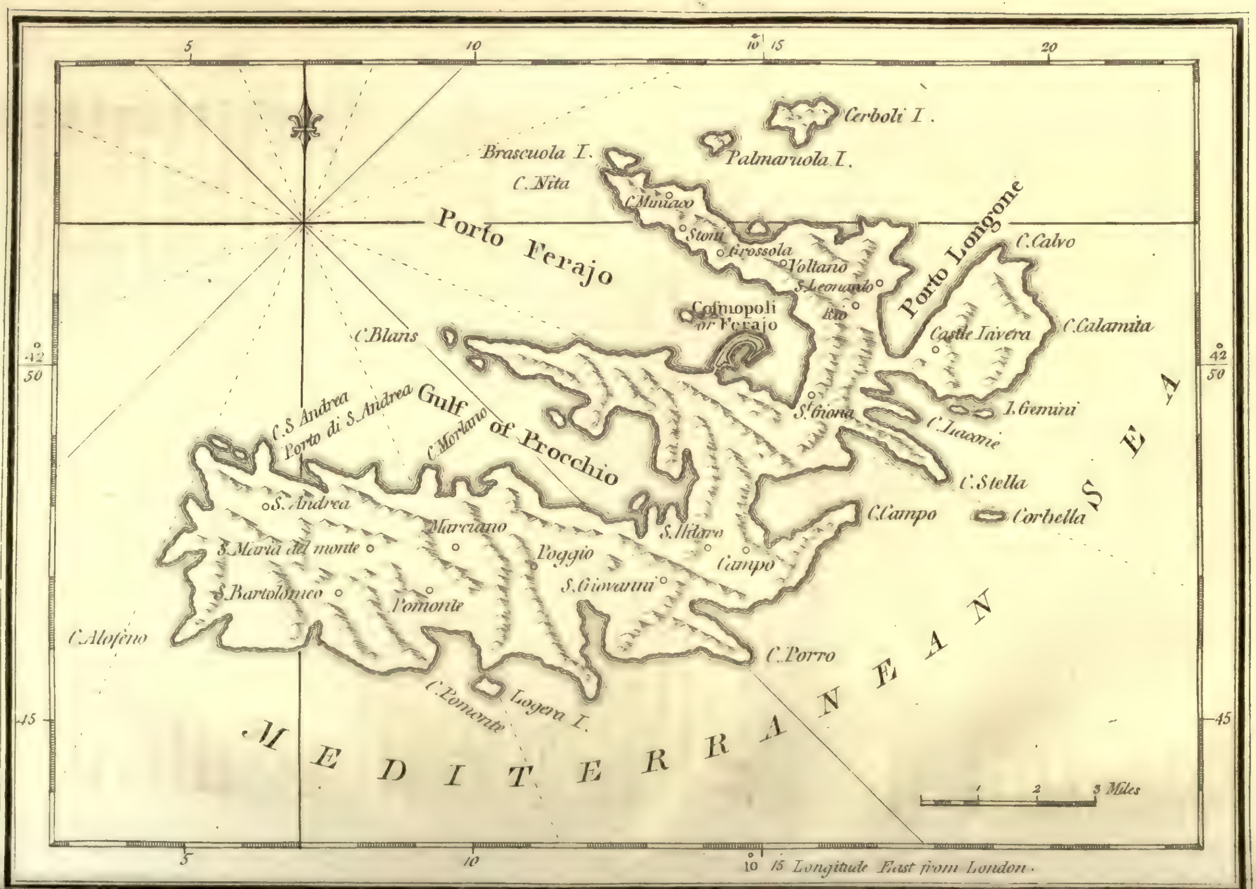
* From a list of 115 words or phrases, the Hydrographer has been compelled by the necessarily circumscribed limits of this department of the 𝔑. ℭ. to select only such words as are most requisite for navigators.

English.	*Soowilee.*	*Soomaulee.*	*Galla.*
Mid-day	M-bha-nah	Dhoohoor	Saa-fo-to
Mid-night	Ooseeko	Ahmeen	Ulkin
Morning	As-soo-boyee	Saar	Bur-ree-tee
Kill	Coopeejah	Doe	Dahee
Steal	Weefee	Heedowlai	Hattoo
Fight	Pee-ja-nah	Eesdoe	Wul-loo-da-nah
Fear	Oh-gah	See-af-set-ta	Sodalitai
Love	Pendah	Jail	Seejalattee
Drink	Koonwar	Wurrap	Doogee
Eat	Koo-lee-ah	Oon	Nee-ahdoo
Get drunk	Koolaiwah	Mud-dah	Did dik-see
Swim	Kogai-faiya	Dow-wal	Il-lee-akudda
Wash	Koo-na-wee	Daah	In-da-ga-dah
Die	Koo-fa	Oo-ma-thee	Doo-ee
Bury	Ko-zee-ka	Dook	Nak kai
Sick	How-ai-zee	Ma-fai-yo	Doo koo-wai
Come	N-joe	Kowai	Kote
Go	Coo-nen-da	Jahoo	Bee-nee-thaimai
Near	Car-ri-boo	So-do-wow	Tabee
Far	Baa-lee	Dair	Arlah
Small	M-dogo	Gahwau	Gaw-wa-wa
Great	Koo-ba	Ween	Goodah
Deep	Cheenee	Lais-sayie-ra	Faga
Much	Tai-lai	Bur-than	Gov-da
Little	Cadoga	Gah-wan	Dee-ko
Spy-glass.	Movanzee		
Pistols	Passolar	Nufsee	Kokai
Musket	Bandoo-kee		
Gun (cannon)	Moo-zin-gar	Haleeg	
Ship	Jee-ah-zee	Harreen	O-wo-loh
Hog	Groo-wai	Keer-keeree	Goljah
Fowls	Koo-koo	Dorai	Looko
Cocoa-nut	Nar-zee	Koombee	Buddook
Plantain	Deezee	Mozee.	—
Pine-apple	An-na-nas		
Yam (*dioscorea*)	Kee-ahzee		
Rice	M-Chailai	Beereed	
Boat	Batella	Donie	Howooloo
Compass	Deyra	Deyra	
Buy	Noo-noo-ah	Geth	Bee-tee
Sell	Kooza	Egeth	An-na-hee-tos
One	Mowya	Ko	Tukha
Two	Beelee	Lum-ma	Lum-ma
Three	Tatoo	Seedee	Sah-dee
Four	Hen-na	Huffar	Hafoon
Five	Ta-noo	Shen	Shen-noo
Six	Seetta	See	Jah
Seven	Sabba	To-d-oah	Tudba
Eight	Naa-nee	See-ed	Sud-deed
Nine	Kain-dar	See-garl	See-gablee
Ten	Koomee	To-moon.	Koodur

ELBA.


Cerboli I.
Palmaruola I.
Brascuola I.
C. Nita
C. Miniaco
Stoni
Grossola
Voltano
S. Leonardo
Rio
Porto Ferajo
Porto Longone
C. Calvo
C. Calamita
Castle Iavera
Cosmopoli or Ferajo
C. Blans
St. Giona
I. Gemini
C. Lacone
C. Stella
Corbella
C. Campo
C. S. Andrea
Porto di S. Andrea
Gulf of Procchio
C. Morlano
S. Andrea
Marciano
S. Ilidaro
Campo
S. Maria del monte
Poggio
S. Giovanni
S. Bartolomeo
Pomonte
C. Porro
C. Alofeno
C. Pomonte
Logera I.
MEDITERRANEAN SEA
1
2
3 Miles
5
10
10
15
20
42
50
45
10 15 Longitude East from London.

English.	*Soowilee.*	*Soomaulee.*	*Galla.*
One hundred	Meeah-Mowya	Bo-kool	Deebah
One thousand	Elf-moya	Koon	
Me	Neep-pai	Shain	Anna-kennee
You	Tooah	Ka-tho	Ho-to
Give	Me-ya	Ha-nee	Han-na
Take	Wai-wai	Ha-thee	Hat-tee
Salutation on meeting	I-yam-boo	Fa-hee-tah	Ho-fo
The answer	I-yam-boo-Salmeen	Ma-ha-dul-lah	Nuggeer
Good morning	Lumk-ka	Bur-reetha	
The answer	Mur-hub-bar	Bur-sum-ma	

Zungbaur,
6th April, 1811.

Thomas Smee.

PLATE CCCCXIX.

WE have given a brief geographical description of Elba, p. 285, Vol. xxxi. [The *Requisite Tables* take no notice of the geographical site of Elba, nor of any position therein.

The *Connoissance des Temps* places Porto Ferrajo in latitude 42° 49′ 6″ N. and longitude 7° 59′ 20″ E. from Paris, which is equal to 10° 19′ 35″ E. from Greenwich.

The following description was copied from the French Neptune:

ISLAND OF ELBA AND PORTO FERRAJO.

(From the French Neptune.)

This island is separated from Italy by the Channel of Piombino, which is only three or four miles in width, between the northernmost point of the island and the town of Piombino on the opposite main land: it is about 4½ leagues in length, and about 2 leagues in breadth, and very high on all sides: its shores are much indented, and form many bays and harbours, among which the best are Porto Longone and Porto Ferrajo; the first is on the easternmost side, and the other on the north side, about 5 miles S. W. b. W. from the northernmost point of the island.

It is a large bay about 2 miles deep, and as many in breadth. On the western, or starboard side, as you go in, stands the well-fortified town of Ferrajo, on a high point, which is almost steep on all sides. This point is a peninsula, upon the two ends of which are two considerable forts, in a very advantageous situation. About 500 fathoms to the northward of the town there is a small round island, between which and the land you may pass in mid-channel without any danger: off the westward of the island, about half a cable's length, there are some rocks under water.

To anchor in Porto Ferrajo, you must not come within two cables' length of the point of the town; after rounding the point, you anchor opposite to a tower which is at the entrance of the mole, where you have 6 or 7 fathoms water, on very good oozy ground; some ships anchor farther out, to be more in readiness to get under sail. You must not stand far into the bay, though it is wide, but keep three or four cables' length from the above-mentioned water. The watering-place is on the other side of the bay, near to a point of rocks, which are seen on the sea side. The N. W. and S. W. winds are the only winds troublesome here; but can cause no great sea, as they come over land. About N. W. b. W. a full mile from the point of Porto Ferrajo town, there is a large point, near to which are two shoals stretching about two cables' length off shore, on which the sea breaks sometimes.

ISLANDS PIANOSA AND MONTE CHRISTI.

About 2½ miles south from the westernmost end of Elba lies the island of Pianosa: it is above three miles in length from east to west, and about 2 miles wide, is very low, and full of shrubs: its south side is foul at the distance of a mile off. About S. b. E. 8½ leagues from the west point of Elba, lies the island Monte Christi: it is high, and has a very high hill on it: is about two miles in length from east to west, and off the easternmost end is a large rock above water. there is an anchorage on its S. E. side.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(June—July.)

RETROSPECTIVE AND MISCELLANEOUS.

THE war between this country and America still rages; and we anticipate in our next we shall have to communicate events of greater interest than have yet occurred in that quarter of the globe. We have at present only to notice events of comparative insignificance and varied result. In the first, the American frigate Essex has been captured by the Phœbe and the Cherub, after a most obstinate defence, attended by the destruction of more than half her crew. In this event, owing to our superiority of force, we have nothing to boast, any farther than the smallness of our own loss, and the diminution of the enemy's naval resources. The manner in which Captain Hillyar has mentioned the gallant and ardent conduct of Mr. George O'Brien, does him honour; and we hope it may be the means of restoring that gentleman to a rank he appears to have lost from some act of youthful indiscretion.

In the Connecticut river, a considerable quantity of American shipping was attacked and destroyed on the 8th of April last, by a boat party belonging to H. M. Ships La Hogue, Maidstone, Endymion, and the Borer, who passed the enemy's batteries, and returned in triumph to their ships, with the loss of only two men killed, and two wounded. The success of this enterprise was complete, and the destruction of the enemy's property very considerable.

On Lake Ontario we have been unfortunate. A boat expedition was undertaken against a flotilla of the enemy's craft, laden with naval strores, which had got into Sandy Creek. Captains Popham and Spilsbury of the royal navy conducted this enterprise, which, unfortunately, terminated in the capture or destruction of the whole party, amounting to about 200. We regret having to state that Captain Popham died soon after his captivity, of the wounds he had received in the gallant resistance made by his small party against a greatly superior force.

The fate of Norway still remains in suspense!—We are decidedly of opinion, that the union of Norway with Sweden will not be of long duration, although it should take place by compromise instead of slaughter. From the hour that Sweden was deprived of Finland, the possessor of the crown of Sweden became a tenant at will of the court of St. Petersburgh; and in the very first war that occurs between those powers, in all human probability Sweden will be over-run, and become herself a province to Russia! Norway of course must follow the fate of Sweden; and the people of Great Britain will be able to appreciate the wisdom of our statesmen guaranteeing this cession, when the grand Russian fleet is removed from Cronstadt to North Bergen—This act probably arose from some petty feelings of personal pique indulged against the king of Denmark; the integrity of whose dominions it was our interest to have insisted upon; instead of being the foremost to lay violent hands upon that monarchy.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, JUNE 21, 1814.

A Return of Vessels captured and detained by his Majesty's Ships and Vessels under the command of Rear-admiral Sir F. Laforey, from noon the 10th January, 1814.

SWEDISH ship Bernat, laden with flour, rice, &c. captured by the Pique, January 13, 1814, sent to Guadaloupe.

Swedish ship Margaret, in ballast, captured by the Pique, January 19, 1814; sent to Guadaloupe.

American ship Greyhound, laden with provisions, captured by the Elizabeth, January 13, 1814; sent to St. Christopher's.

Ship Aurora, from St. Bartholomew's, West Indies, laden with flour, captured by the Vestal, January 20, 1814; sent to Guadaloupe.

Spanish ship Magoelina, laden with corn, meal, staves, &c. captured by the Crane, January 21, 1814: sent to St. Thomas's.

American privateer Frolic, captured by the Heron, January 25, 1814; sent to Barbadoes.

Swedish ship Gothland, laden with corn and shingles, captured by the Barbados, January 31, 1814; sent to Antigua.

American ship Commodore Perry, laden with provisions, captured by the Maria, January 11, 1814; sent to Trinidad.

Spanish ship La Cuola, laden with molasses and rum, captured by the Cleopatra, January 13, 1814; sent to Antigua.

Francis Laforey,

Rear-admiral and Commander-in-chief.

Promotions and Appointments.

H.R.H. the Prince Regent has been pleased to confer the honour of knighthood on Vice-admiral George Martin and Henry Peake, Esq. one of the Commissioners of His Majesty's Navy.

Rear-admiral Sir John Beresford, Bart. has hoisted his flag in the Bombay, to proceed on a particular service.

Rear-admiral Hon. Henry Hotham has hoisted his flag in the Bulwark, on the American station.

Admiral T. B. Martin, Sir George Wood, Royal Engineers, and Joseph Tucker, Esq. one of the surveyors of the Navy, are appointed commissioners under the Great Seal, to proceed to Antwerp, to superintend the partition of the Fleet and naval stores in the arsenal at that place, agreeable to one of the Articles of the Treaty of Peace.

Sir R. Hall, to be commissioner of the Navy on the Lakes in Canada.

Admirals and Captains appointed.

P. Dumaresq, to the Imperieuse; Hon. Henry Duncan, to the Glasgow; Vincent Newton, to the Manley; Thomas Eyre, to the Thisbe, *vice* Dick (posted); W. R. Bamber, to the Pelican; Thomas Usher, to the Edinburgh, *vice* Dundas; Hon. H. C. L. Irby, to the Thames; George Hilton, to the Nimrod; G. Rennie, to the Lightning; Robert Julyan, to the Rolla; Alexander Dixie, to the Saracen; Hugh Pearson, to the Curlew; James Pickard, to the Rover; William Kelly (1), to the Insolent; D. Lawrence, to the Alceste; James Dickenson (2), to the Penguin; Henry Elton, to the Cephalus; H. E. Napier, to the Rifleman; John Fisher, to the Wasp; William Cobbe, to the Penelope; T. P. J. Parry, to the Royalist; David Lloyd, to the Chatham; R. L. Patteshall, to the Jasour; J. H. Plumridge, to the Wizard; T. Baker, to the Belle Poule; Thomas W. Cecil, to the Satellite; J. Athill, to the Mutine; Thomas Carew, to the Jasper; William Cutfield, to the Woodlark; Joseph Pearce, to the Nymphe; James Meara, to the Pandora; William Hotham, to the Fervent; Job Hanmer, to the Flamer; John Baldwin, to the Fly; William Loring, to the Impregnable; John G. M. B. M'Killop, to the rank of commander, and to the Solebay; Robert Lambert, to the Royal Sovereign; F. G. Caulfield, to the Hibernia; William Hendry, to be a commander, and to the Forrester; Edward Williams, to the Belle Poule; T. Smith, to the Duncan; Thomas Williams (2), to the Derwent; W. M'Culloch, to act in the Cleopatra; George Pringle, to the Venerable; Charles Gill, to the Alcmene; E. S. Dickson, to the Rivoli; George W. H. Knight, to the rank of post captain, and to the Surprise; William Black, Joseph Pearce, Robert Gambier, and E. Hodder, are promoted to the rank of post captains; Hon. J. Arbuthnot, to the Avon; T. L. P. Laugharne, to the Achates; John Skekel, to the Plover; R. Julian, to the Rolla; William Black, to the Astrea; John Ross, to the Actæon; James Montagu, to the Adder; William Rawlins, to the Borer; E. P. Epworth, to the Bulwark; Sir Charles Burrard, to the Grasshopper; J. W. Montague, to the Guadaloupe; James Boxer, to the Albicore; John Brenton, to the Hearty; Thomas Hill, to the Bacchus; George Hewson, to the Grifon; Richard A. Yates, to the Amaranthe; Sir C. J. Jones, to the Harrier; John Gilmore, to the Imogene; Sir William Burnaby, Bart. to the Ardent; Andrew Mitchell, to the Helicon; William Waller, to the Sceptre; Charles C. Askew, to the Shamrock; Hon. Robert

C. Spencer, Hon. W. J. Napier, George Rose Sartorius, George Ferguson, and Charles Hope Watson, to be post captains.

Lieutenant James Askey, John Birney, J. D. Boswell, George Bowen, W. B. Bigland, Charles C. Benet, Henry Baker (1), Henry Baker (2), C. A. Baker, Thomas Bury, A. Buchanan, Charles A. Baker, Walter Boswell, Thomas Bennett, Sir William Chalmers, Richard Croker, George Canning, Edward Collins, Daniel Callaway, Joseph Corbyn, J. L. Carnegie, Thomas Dickinson (2), Thomas Duval, Pascoe Dunn, John Windham Dalling, Norwich Duff, William Dean, Henry Downes, William Dow, A. T. Elphinstone, Rose Fuller, John Fennel, Percy Grace, Thomas Gill, John P. Greenlaw, Hon. James Gordon, John Hilton, William Hamley, William Hanby, David Hope, Lord John Hay, George Hayes, Charles Haultain, George Ingham, R. Julian, Hood Knight, William G. C. Kent, George King, M. M. M'Grath, John Monk, Arthur Magan, Andrew M'Culloch, George B. Maxwell, Thomas Mansell, Peter M'Quhae, R. Moorman, John Row Morris, Robert M'Coy, George Norton, George Ninis, George Pratt, Henry Brace Powell, Thomas Pettman, George Penruddock, Richard Pridman, Frederick Augustus Parker, Henry Edwin Stanhope, Charles W. Selwyn, James Sibbald, James Sterling, Robert Shed, John Seager, John Henry Rhodes, William Richards, Henry Rowed, Henry Taylor, Eaton Travers, Aaron Tozer, John Theed, Robert Tomlinson, William Walpole, Frederick Augustus Wetherall, John Watson, Thomas H. Wilson, G. T. Wingate, Richard Wilbraham, Thomas Williams (2), are promoted to the rank of commanders in his Majesty's navy.

Lieutenants, &c. appointed.

Benjamin Andrews, to the Wasp; Hamilton Blair, to the Belvidera; Charles B. Bayly, to the Union; Isaac Birch, to the Nymphe; John B. Babington, to the Woodlark; Richard Cossman, to the Barbara; R. W. Dawkins, to the Impregnable; William Dow, to the Castor; Richard Danford, to the Apollo; G. H. Etough, to the Clarence; James Figg, to the Tenedos; James Fegen, to the Misletoe; James Gordon, to the Manly; R. W. Greaves, to the Eurotas; Thomas Hodges, to the Madagascar; George Holbeck, to the Rodney; John Hunt, to the Heron; John Harvey (2), to the Avon; Henry Jewry, to the Aggressor; John Little, to the Whiting; Robert Lancaster, to the Landrail; Henry P. Lew, to the Sterling Castle; John Monk, to the Berwick; John Mitchell, to the Virago G.B.; Alexander M'Koniche, to the Asia; John C. Morris, to the Prospero; William Morris (1), to the Jason; Thomas W. Nicholls, to the Bramble schooner; John Pendergrast, to the Avon; S. J. Pritchard, to the Akbar; Richard Pearce, to the Apollo; Charles Simon, to the Egmont; Alexander Robertson, to the Aquilon; William Rivers, to the Namur; Edward Rotter, to the Rota; Hon. H. R. Rous, to the Alcmene; Thomas Riches, to the Cadmus; S. C. Umfreville, to the Fly; W. J. Wentworth, to the Hebrus; W. P. Wade, to the Sterling Castle; John White (2), to the Dunira.

The following Midshipmen have been promoted to be Lieutenants:—Messrs. C. Dackland, James Annesley, Matthew Black, Isaac Burch (2), Hugh Blair, C. B. Bayly, Henry Downes, William Dow, William Forbes, C. E. Hutchison, Thomas Higgins, George Holbeck, T. A. Plucknett, H. B. Shipton, J. Bradley, W. Snowey, Alexander Robertson, Edward Rotton, William Tullis, and John Wilkie, have been promoted to the rank of Lieutenants.

We are happy to hear, that the Lords of the Admiralty, on their late visit to Portsmouth, promoted Dr. Burney's second son, Mr. James Burney, to the rank of lieutenant. The doctor, we believe, has the credit of having educated more naval and military officers, during the last twenty years, than almost any other man in the kingdom.

Masters appointed.

E. Smith, to the Valiant; R. Yule, to the Liverpool; W. B. Curtis, to the Daphne; J. Willins, to the Nimble; J. Giles, to the Eclair; J. Gritton, to the Alceste; D. Benyon, to the Cordelia; G. Carrington, to the Ornon; S. Tuck, to the Cheerful; C. Neil, to the Akbar; T. Raymond, to the Niobe; J. H. Sparke, to the Stirling Castle; J. Rettallick, to the Supply; R. Cater, to the Deptford; G. T. Jupp, to the Lively; L. Nicholas, to the Chanticleer; P. Custance, to the President; R. Duncan, to the Royal Charlotte; D. Atchison, to the Dorset; J. Douglas, to be superintending master at Chatham; J. Botham, to the Rinaldo; W. Walker, to the Opossum; J. Nooper, to the Charybdis; T. Watkins, to the Bonne Citoyenne; P. W. Gawthorpe, to the Magicienne; J. Davies, to the Achates; T. Pearce, to the Thais; W. B. Stephenson, to the Bucephalus; J. Sanford, to the Niobe; J. Long, to the Algerine; J. Grant, to the Rodney; J. Allen, to the Avon; T. Raymond, to the Niobe.

List of Midshipmen passed for Lieutenants.

Sheerness.—G. Craggs, E. Bold, J. Roberts, L. Benison, W. Armitage, E. Caulfield, C. Thurtell, J. Prattent, J. Graham, J. Franklin, E. L. Sullivan, H. Ogle, G. H. Smith, E. P. Cox, J. H. Moore, E. Nicholl.

Portsmouth.—M. J. Currie, N. Newnham, P. Drummond, H. Tanner, A. H. de Cardonnell, G. Gardner, R. B. Teed, W. Robson, W. G. Rhind, A. Harley, A. Stirling, T. Baker, G. Blake, B. Hart, G. Elvey, W. J. Williams, J. Reed, V. J. Renolds, H. Davis, J. W. Tyles, C. W. Moyeis, P. Harvey, J. D. Stirling, H. L. Parry, G. Cordry, D. Harrop, W. Hubbard, G. Bland, J. Mathias, C. Blisset, H. Randall, M. Clements, J. Slingsby, W. Marsh, V. Stone, J. M'Kean, E. Hilman, J. S. Smith, J. Lechemere, J. Edwain, T. Collins, W. H. Oke, F. A. Stewart, J. J. Sullivan, O. Waller, J. Barrow, A. Robinson, P. Bond, H. J. O'Callaghan, C. Turrell, R. G. O'Neill, T. Feek, G. Read, J. Walker, A. Arabin, R. D. Rawlins, G. Fosbery, J. Brothers, T. Sutherland, R. Darracott, E. Yelland.

Plymouth.—W. C. Simmons, J. Henry, L. G. Carrington.

Rev. Evan Holliday, late chaplain of H.M.S. Africa, is appointed to the Dock-yard at Sheerness.

Mr. Sparrock, to be purser of the Heron; R. Bartlett, to be purser of the Vestal; G. Malber, to be purser of the Duuira; Mr. Telby, to be purser of the Dover.

Surgeons appointed.

Hugh Charles, to the Daphne; Robert Williams, to the Volontaire; James Coulthred, to the Forth; James Young, to the Hope; Patrick Magovern, to the Sophie; John Edwards, to the Alpheus; James Hamilton, to the Minstrel; Thomas Keys, to the Avon; James Melligan, to the Tigre; John Adamson, to the Cumberland; William Stewart, to the Alceste; William Turner (1), to the Nymphen; J. F. Legge, to the Antelope; Edward Caldwell, to the Cordelia; Ralph Elliot, to the Penguin; J. S. Down, to the Niobe; John Lawford, to the Liverpool; J. E. Gray, to the Sheldrake; William Porteous, to the Apollo; John Callan, to the Belle Poule; George Glasson,

to the Plover; William Stanbridge, to the Bucephalus; P. T. Creagh, to the Sterling Castle; Samuel Neill, to the Sheldrake; Gerard Fitzgerald, to the Nimble; Justin M'Carthy, to the Causo; Peter Cosgreave, to the Cygnet; W. W. Kennedy, to the Derwent; J. G. Williams, to the Bombay; W. Hamilton, to the Krabera, Russian hospital ship; Robert Crowe, to the Eridanus; Alexander Jack, to the Amphion; Edward Caldwell, to the Peruvian; David Watson, to the Tartarus; G. C. Tegetmier, to the Venero Russian ship; J. S. Down, to the Niobe; William Fleming, to the Chesma Russian ship; Charles Taylor, to the Jupiter; Samuel Sinclair, to the Meronoset Russian ship; John Stokoe, to the Froikvetetel Russian ship; Joseph Fleming, to the Pobedonoset Russian ship; Lindsay Sims, to the Vetrownmenca Russian ship; John Macpole, to the Nord Adler Russian ship; William Ross, to the Loyatostoff Russian ship; Edward Coates, to the Sweabourg; James Prior, to the Sinclea.

Assistant-Surgeons appointed.

John Reid and T. A. Miller, to the Akbar; Robert Whitershaw, to the Ethalion; William Aitchison, to the Vixen; H. Cochrane, to the Niobe; Matthew Capponi, to the Sussex; James Magavenny, to the Nassau; Samuel Steel, to the Niobe; Robert Morrison, to the Impregnable; A. D. Wilson, to the Bristol; Robert Dobie and D. M'Manus, to the Halifax; James M'Gowan, to the Cumberland; James Moir, to the Namur; John Patterson, to the Alpheus; John Clark, to the Magnificent; John Thomson, to the Norge; Thomas Forster, to the Steady; J. M. Madden, to the Eurotas; Edward Kielley, to the Niobe hospital ship; William Plampin, to the Griper sloop; Ant. Kreppie, to the Puissant; James Magavenny, to the Bombay; James Robertson, to the Sceptre; William Dennison, to the Queen Charlotte; Charles Roberts, to the Urgent; John Hicks, to the Galatea; Thomas Woodward, to the Milford; John Bremner, to the Sylvia; Edward Joyce, to the Penguin; Michael Doak, to the Forward; James Hunter, Robert M'Lean, and George Sibbald, to be hospital mates at Haslar; Robert Whitelaw, to the Ethalion; William Atchison, to the Vixen; H. D. Morrison, to be dispenser of Malta hospital.

BIRTHS.

Lately, at Stonehouse, the lady of Captain Alexander Schomberg, of H.M.S. York, of a son.

Lately, in Montagu street, the lady of Vice-admiral Sir Richard Strachan, Bart. of a daughter.

At Exmouth, the lady of Captain Cocks, R.N. of two daughters.

At the same place, the lady of the Hon. Captain Jones, R.N. of a son.

On the 12th of June, at Stonehouse, the lady of Captain Schomberg, R.N. of a son.

On the 19th of June, in Piccadilly, the lady of the Hon. Commissioner Courtney Boyle, of the Transport Board, of a son.

MARRIAGES.

Lately, Captain Hill, R.N. to Augusta, daughter af Joseph Hocken, Esq. of Falmouth.

Lately, at Halifax, Nova Scotia, Commissioner the Hon. Philip Wodehouse, of the naval yard at that place, to Miss Cameron, second daughter of Governor Cameron, of New Providence.

DEATHS.

Lord Viscount Howe. This nobleman, who died at Twickenham, was a General of H.M. forces, Colonel of the 19th regiment of dragoons, Governor of Plymouth, K.B. and one of H.M. most Honourable Privy Council. His Lordship was third son of Scrope, second Viscount Howe, and Baron Clonawley of the kingdom of Ireland, and succeeded his brother Richard* Lord Howe in his Irish honours Aug. 5, 1799. He was the fifth Viscount, and dying without issue, his titles are extinct. He was born August 10, 1729, and received his education at Eton; but, being designed for a military life, left that seminary very early, and was soon afterwards presented with his first commission in the army by his Royal Highness William Augustus Duke of Cumberland, who gave him a cornetcy in his own regiment of light dragoons. Having passed through the various gradations of the service, he was advanced to the rank of Colonel in the year 1762, and in 1764 was appointed to the 46th regiment of infantry. He had served during the seven years war in America, under the command of General Wolfe, whose esteem and confidence he enjoyed for many years, in their fullest extent, and bore a very distinguished share in that victory on the plains of Quebec, in which his friend and commander lost his life. In the year 1772 he was made major-general; in the year 1775 he was honoured with the commission of commander-in-chief in America, and was made colonel of the 23d regiment of foot, or Welch Fuzileers; in 1777 he became lieutenant-general, and his services were further rewarded, by being invested with the Order of the Bath; in 1782 he succeeded the late Lord Amherst as Lieutenant-General of the Ordnance; and was appointed in 1786 colonel of the 19th regiment of light dragoons. He, in the year 1804, risigned his situation in the Ordnance, on finding himself, through his declining health, unable to perform to his own satisfaction the duties of that important office. He was removed in 1805 from the government of Berwick, to which he was appointed in the year 1795, to that of Plymouth, in which he continued to his death; which, after a long and most severe illness, attended often with the most excruciating pains, suctained by him with all the firmness and magnanimity which had distinguished him during the whole course of his life, took place on the 12th July 1814, in the 85th year of his age. He married Frances, daughter of the Right Hon. W. Conolly, Esq. of Castletown, in Ireland, by Lady Ann Wentworth, eldest daughter of William, third Earl of Stafford. He has left her ladyship a widow.

On the 19th July, Captain Matthew Flinders,† R.N. greatly lamented by his family and friends. This gentleman's fate had been as hard as it has been eventful. Under the direction of the Admiralty he sailed, in 1801, upon a voyage of discovery to Terra-Australis; where, after prosecuting successfully the purpose of his voyage, he had the misfortune to run upon a coral rock, and lose his ship: out of the wreck he constructed a small vessel, that carried him to the Mauritius; where, shocking to relate, instead of being received with kindness, as is the practice of civilized nations to nautical discoverers, he was put in prison by the governor, De-Caen, and confined for six years and a half, which brought upon him maladies that have hastened his death. Fortunately for mankind and his own fame, he survived a few days the finishing of the printing the account of his voyage.

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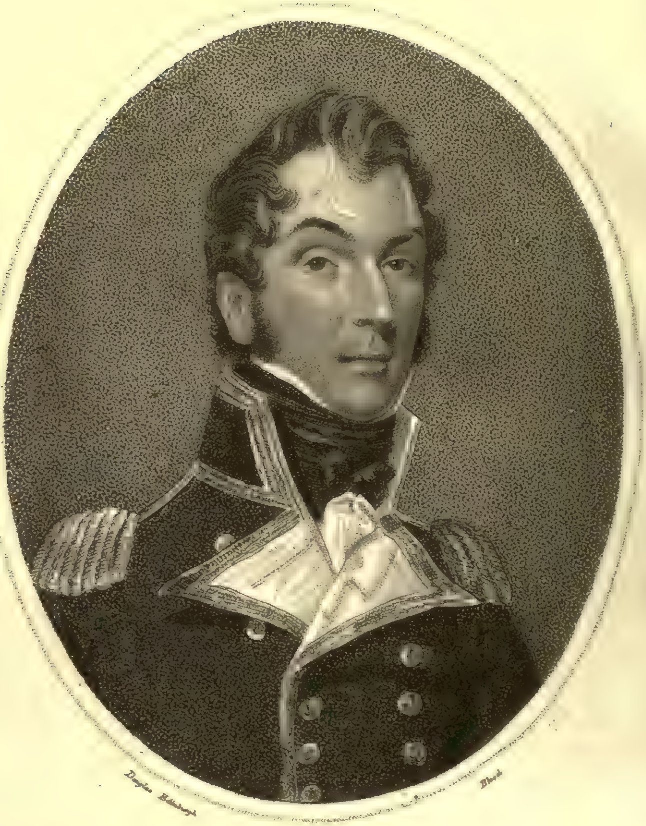
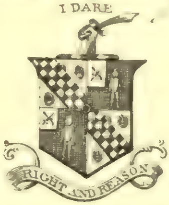
* See life of Earl Howe, vol. i. and Portrait, vol. ix.

† For farther particulars relating to Captain Flinders, see N. C. xiv. 332, xxviii. 318, 321, 323, 400, 401.


Douglas Edinburgh
Blood

Capt. William Cavendish Cunningham Dalyell R.N.


I DARE
RIGHT AND REASON

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SUPPLEMENT

TO THE

BIOGRAPHICAL MEMOIR

OF

WILLIAM CAVENDISH CUNNINGHAM DALYELL,

CAPTAIN R.N.

IT was the Editor's wish to have introduced in this Supplement the testimonial relative to the humane conduct of the good people of St. Valery en Caux, mentioned in the preceding memoir,* and he wrote to the Secretary of the Transport Board, Mr. M'Keay, to procure it; but not having been favoured with any reply, he is unable to perform that act of public duty.

Nothing would afford him more pleasure, than to place such honourable deeds on record in these pages;—and if any of the parties resident in France, will do him the favour of transmitting a detailed narration of the events alluded to, in their own language, they shall be translated and inserted in the NAVAL CHRONICLE.

The Editor also hoped to have obtained from Mr. Dalyell a topographical sketch of the history of Verdun, and of the antiquities, natural productions, and mineralogy of the district around. In this too he has been disappointed; but not from any want of personal exertions to enrich the pages of the NAVAL CHRONICLE with original and entertaining matter.

In two places† in the preceding memoir, the name of Mr. Bourne is inserted, instead of Lieutenant Donaldson. The introduction, requesting Monsieur Angot to forward the letter in question,‡ was not given. In Captain Hanchett's note, p. 49, some stars should have been inserted, to have denoted that a part was omitted. These errors belong to the Editor, and he takes this opportunity of rectifying them.

He was also particularly desirous of giving a more detailed account of the acts of disinterested generosity shewn by the Commandant, Major de Meulan. A character perfect as his, invested with power, is rarely to be met with; and when it is, society is benefited in proportion to its extent. In a letter that bears the signature of *Zeno*,* we have given a slight biographical sketch of his official career. From the friendly pen of Capt. Dalyell the Editor anticipated a more complete portrait: the preceding letter, p. 307, mentions the kindness and generosity of his conduct, when the sudden order arrived, in December last, for the departure of the depot from Verdun. On that occasion some of the prisoners escaped,—and the Major, in a letter to Mr. Dalyell, alluding to that circumstance, observed, "*that some of the prisoners on parole had lost their road and their honour, on the route to Blois.*" Mr. Dalyell's letter to the Transport Board,† contains the most honourable testimony of the philanthropy of the Commandant, De Meulan,—affirming, that he had re-instated many who had broken their parole, and become personally responsible for upwards of twenty officers, who stood in that predicament. In the same letter he respectfully solicited the release of Lieutenant De Monbezin, of the French marine, a near relation of the Commandant, very properly observing, that "*the release of that particular person would evince to his relations in France, how much his* (the Commandant's) *kindness to English prisoners is felt in this country.*"—On the 9th March, Mr. Dalyell wrote a letter,‡ in still warmer terms, addressed to Mr. Croker, in which he reiterates his honourable wishes—the reply contained a refusal to his request.

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* Page 44. † p. 27. ‡ p. 37, dated 1st April, 1805.

We are not at all disposed to censure any one on this account. Those who decided on his prayer, might have very cogent reasons for denying it: but we must regret that any opportunity should be lost of acknowledging such acts of transcendant humanity towards unfortunate British officers, as those ascribed to M. De Meulan.

By the early part of this same letter, it appears that the Secretary to the French Minister of War acquainted Mr. Dalyell in Paris, that "*the French government were anxious to mitigate, if not altogether to abolish, the punishment of officers, and* HAD RELEASED SEVERAL OF OURS FROM BITCHE,§ *but not finding any return, had ceased to shew that mark of favour.*"—This is an important fact,—and shews that the measures resorted to in this country to cut off the escape of prisoners of war, produced some impression on the councils of the enemy.

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* Vol. XXXI. p. 309. † p. 49. ‡ p. 50 and 51.

§ The depot of punishment: for a description, see Captain O'Brien's interesting Narrative, pp. 139 and 140.

A dreadful responsibility attaches to those who were the cause that for so many years, no exchange was allowed to take place. It is the most savage and disgraceful feature of modern warfare. Nor should those officers who *violated* their parole, under the circumstances of a complete suspension of the former usage of periodical and regular exchanges, be considered as equally guilty with those, who, in better times, and with the certain prospect of release,—should have violated theirs. The future historian, in analyzing this political mystery, will certainly be able to develope the truth, and may eternal infamy await the name of the cold-blooded wretches, whose malignant minds caused ruin and misery to so many thousand innocent families, and the total wreck of the future hopes of so many human beings.

We hope, in any future war, this horrid precedent will not be adopted. To those who had to linger out ten or eleven years of captivity in the Souterrain of Bitche,—or in the dismal holds of our floating hulks—to have been shot as soon as taken, would certainly have been less cruel.

We have already put on record * the names of the naval officers who were confined at Verdun at the latter end of the year 1813: and we here insert a copy of the general return of British prisoners in France, who were relieved by the Charitable Fund—but the general wretchedness of the captives, notwithstanding this aid, can only be conceived by those by whom it was endured.

Prisoners relieved by the Charitable Fund.

Arras	1800			
Besançon	1660	Now returning to Amiens.		
† Bitche	200	ditto	Sedan.	Not including officers of the army and navy.
Briançon	1950	ditto	Maubeuge	
Cambray	1670			
Givet	2600			
Longuy	1400			
Mont Lyon	1050	Removing to Autun.		
Sisteron	220	ditto	to Guise: depot of punishment.	

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* Vol. XXXI. p. 297.

† Depot of punishment for officers.

Sarre Libre ..	2380	Removing to Bapaume and Bouchain.
* Sedan	300	ditto to Guise and other depots.
Valenciennes .	1600	
Verdun	280	
	17,110	Independent of officers and others on parole, not relieved by the Charitable Fund.

Adding to the above, prisoners on march from one depot to another, generally 3 or 4 hundred, with the officers, &c. at Verdun, and Bitche, and other parts of France, probably about 1200, the total number will be nearly 19,000.

Verdun, 20th December, 1813. W. Gordon.

The preceding account differs from the one already given;† but it is copied from the official return.

The great object of biography should be utility;—keeping which principle in view, we think it our duty to allude to the enormous loss sustained by our prisoners of war in France, by the course of exchange, amounting in some cases to a full third part of their entire pay! The law is positive and imperative, that says they shall receive their full pay,—and the amount of that loss is a debt due to the sufferers, from their country. It has confidently been rumoured that a certain *Lordling*, who was confined at Verdun, was the secret cause of this loss falling upon the officers, by informing ministers that the officers *could still subsist* on their pay, and there was no occasion to make any allowance on that account!

Some of the ablest correspondents of the N. C. have repeatedly and energetically pointed out the marked difference that is shewn to the comfort and emolument of army officers in preference to those of the naval service. So decidedly is the editor of this opinion, that, in the preface to the last Volume he felt it his duty most particularly to mark that circumstance; but not in the spirit of envy, or from a belief that the army officers are as well paid, as the price of the necessaries of life requires. Elucidatory of this fact, the Editor determined to introduce the following important correspondence between Mr. Dalyell, and his Majesty's government, *viz.*

"SIR, "*British Hotel, Cockspur-street, 20th February*, 1814.

"His Royal Highness the Prince Regent having, by an order in council dated in August 1811, directed that a pension of five shillings per diem should be allowed me, in consequence of severe wounds I received when I was taken prisoner in attempting to cut out a privateer from under the batteries of St. Valery en Caux, on condition that I should be examined at the Royal College of Surgeons on my return to England; I have therefore to request you will be pleased to move my Lords Commissioners of the Admiralty, to grant me an order to that effect; and as so long a time has elapsed since it took place, I have the honour to enclose the official documents. "I have the honour to be, Sir,

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* To be the future depot of punishment for officers.

† N.C. Vol. XXXI. p. 245.

"Your most obedient humble servant,

J. W. Croker, Esq. &c. W. C. C. Dalyell,

"SIR, "*Admiralty-Office, 26th February,* 1814.

"My Lords Commissioners of the Admiralty having made application to the Royal College of Surgeons for your being examined as to the wounds you have received, I have their Lordships commands to acquaint you therewith, in answer to your letter of the 25th instant.

"I am, Sir,

"Your very humble servant,

Captain W. C. Dalyell, British Hotel,
Cockspur Street. J. Barrow."

"SIR, *Admiralty-Office, 9th March,* 1814.

"Having laid before my Lords Commissioners, a report of the 4th inst. from the Royal College of Surgeons, on the state of the wounds which you received when lieutenant of the Ranger,* I have it in command to acquaint you, that their Lordships have been pleased to confirm the pension of five shillings a day, granted to you on the 23d August, 1811.

"I am, Sir, your very humble servant,

Captain W. C. Dalyell. J. Barrow."

TO HIS ROYAL HIGHNESS THE PRINCE REGENT.

The Memorial of William Cunningham Dalyell, late Lieutenant of his Majesty's Sloop Rattler,

"MOST HUMBLY SHEWETH,

"That your Royal Highness's Memorialist had the misfortune to be severely wounded, and made prisoner by the French, on the 4th January, 1805.

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* Should have been Rattler.

" That on the 20th November, 1810, he took the liberty of addressing to his Majesty a Memorial, of which the enclosed* is a copy, praying his Majesty to take into consideration his unfortunate situation, which prevented him from having a survey held on his wounds by the College of Surgeons.

" That your Royal Highness was graciously pleased to compassionate the case of your Memorialist, and to grant him a pension of five shillings per day, on the 9th August, 1811, to be confirmed or cancelled according to the survey which should be taken after his return to England, for which your Royal Highness's Memorialist feels the greatest gratitude.

" That your Royal Highness's Memorialist has been since liberated by the French government,—has been re-surveyed, and his pension confirmed.

" Your Memorialist therefore humbly prays, that your Royal Highness will deign to take into consideration the severity of his wounds, and nine years captivity, and be graciously pleased to grant him the arrears of his pension *from the period when he was wounded*, January 4th, 1805, as, had he not had the misfortune to have been a prisoner, he would have had the advantage of an immediate survey, and of having his case submitted at that time to his Majesty's gracious consideration."

To the Right Honourable the Lords Commissioners for executing the Office of Lord High Admiral of England and Ireland. The humble Memorial of Captain William Cavendish Cunningham Dalyell, of the Royal Navy.

" SHEWETH,

" That your Lordships' Memorialist saw with sorrow and surprise the negative given on the 21st inst.† to his prayer for the arrears of pension up to the period when he received his wounds.

" That when he applied for a pension in 1805, he forwarded from Verdun the best possible proofs of his wounds, and the deteriorated state of his general health; that the reply transmitted intimated that nothing could be done till your Memorialist should first have arrived in England.

" That in 1810, the negotiation for an exchange of prisoners having been broken off, and seeing no prospect of a termination to his captivity, your memorialist applied to his Royal Highness the Prince Regent for a pension, which was immediately granted, liable to being confirmed or revoked upon a re-survey at home,—that this re-survey having recently had place, and his pension being confirmed, your Lordships' Memorialist conceived *that his claims extended back to the actual period of his being wounded.*

" Should a want of precedent be urged in support of the negative put upon his prayer, your Memorialist would, with all deference, presume to suggest, that no precedent can be found of a wounded officer having remained nine years a prisoner in an enemy's country; and he humbly entreats your Lordships to consider how severely he must feel the denial of a claim, which, *as a matter of* RIGHT, *has been conceded to* ARMY OFFICERS; in proof of which statement being correct, your Memorialist, with all deference, refers your Lordships to the case of those British officers who were wounded at the Battle of Talavera, and to whom pensions were granted during their sojourn as prisoners in France; but, upon their return, and their pensions being confirmed, *those officers received the* FULL AMOUNT *of* THEIR *respective pensions, from the day upon which their respective wounds had been inflicted*.

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* Vol. XXXI. p. 42.

† This letter is wanting.

" Your Memorialist therefore earnestly supplicates your Lordships to re-consider his extremely hard case; and, if requisite, advise his Royal Highness the Prince Regent to grant the whole arrears—and not permit that captivity which stands without a parallel, to extend its calamitous effects beyond the personal sufferings—the mental anguish—the professional misfortunes which it has already caused him to endure.

23d March, 1814. W. C. C. Dalyell."

" SIR, " *Admiralty-Office, 29th March*, 1814.

" In reference to your Memorial of the 23d instant, I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you to transmit hither the reply stated to have been given to your application made in the year 1805, for a pension, in consideration of the wounds you had received in his Majesty's service.

" I am, Sir, your very humble servant,

Captain W. C. Dalyell. Jas. Barrow."

" MY LORDS, " *Ibbotson's Hotel, Vere Street, 31st March*, 1814.

" Pursuant to your Lordships' commands, contained in your letter of the 29th instant, and delivered on the 30th, I have the honour to state, that the reply given in 1805 by the Lords of the Admiralty, to my application for a pension, was verbal, delivered by Mr. Secretary Marsden to my agent, the late Mr. Thomas Maude, and was reported to me as having been couched in the following words; namely, " Mr. Dalyell must be surveyed in this country." Captain Mason, formerly of the Rattler, renewed my applications for a pension, when their Lordships caused the same answer to be returned as had been given about the latter end of 1805 to the late Mr. Maude.

" I should have embraced this opportunity of laying before their Lordships a copy of the reply given to Captain Mason, but my luggage having been sent off to Scotland, some time must elapse before I can obtain it. Perhaps if their Lordships would cause an inquiry to be made, the copies might be procured from the Admiralty books in less time.

" Confiding in your Lordships sense of justice for a favourable reply to my Memorial, I have the honour to be, &c.

To the Right Hon. the Lords Commissioners of the Admiralty, &c. W. C. C. Dalyell."

"SIR, "*Admiralty-Office, 2d April*, 1814.

"Having laid before my Lords Commissioners of the Admiralty your letter of the 31st ult. with its enclosure, in reference to your applications of the 17th and 23d of last month, for arrears of pension to be granted to you from the time of your being wounded in his Majesty's service, I have their Lordships commands to acquaint you, that the request cannot be complied with. "I am, Sir, your very humble servant,

Captain W. C. Dalyell,
13, *Great George Street.*

J. Barrow."

Can any one read the preceding documents without mentally acknowledging that Captain Dalyell's claim APPEARS to be founded in the strictest justice? Were his Majesty's ministers called upon in the House of Commons for the reasons why that remuneration which is allowed as a MATTER OF RIGHT to the ARMY, should be DENIED to the NAVY!—*what answer would they give?*

The Editor, who has long been intimately acquainted with naval characters, and a warm and disinterested advocate for NAVAL RIGHTS, has often heard it affirmed, even by naval officers, that this preference originates in the deficiency of gentlemanly manners, the inevitable result of a broken and neglected education—and which deficiency has also been observed on by a valuable Correspondent, under the signature of "An Old Passed Midshipman," (see page 60)—to which many suppose the difference of treatment complained of might, to a great extent, be ascribed.

The uncertainty of naval promotion renders *bye-ways* eagerly sought after—and in the ardency of the pursuit, *self* alone predominates: the general good of the service is too apt to be forgotten.

It has been reported, that a certain great personage once said he only knew of "*three perfect gentlemen amongst the officers of the navy!*"* Of the same tendency is the anecdote related by ARION, in his admirable letter,† who affirms, that upon the CAPTAINS *of the* NAVY applying for an advance of pay, some one arrogantly and contemptuously observed:—"*So do the Scavengers want an increase of their pay!*"—To what could this gross insult be owing, but to that want of personal dignity and public spirit imputed to naval captains by the impudent and worthless parasite in question. The present most destructive system of removing boys from the *nursery*,—converting them into naval officers, and investing them with the command of grey-headed veterans, is a mischievous absurdity. From this total or partial loss of education must result the deterioration of the manners, and too frequently the destruction of the morals of those precocious officers. These are the leading causes of that overwhelming and insufferable hauteur, by which the carriage of some of our naval officers is said to be distinguished,—and of those low and sordid pursuits to which others have abandoned themselves. To command respect, it is requisite to demonstrate that feeling towards others. Pride, properly qualified, exalts a gentleman, and is termed graceful dignity: indulged too far, and carried to excess, it degenerates into brutal rudeness,—acts as an absorbent of every good or generous quality, and renders the selfish creature so afflicted an object of general derision and disgust.

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* See letter signed J. in the Correspondence. † Vol. XXXI. p. 374.

But the claim of naval officers to the justice of their country has nothing whatever to do with their personal manners. And were their general deficiency much more obvious than it is, it ought still to be considered as the natural consequence of an erroneous system, and not of indolence or wilful ignorance: and let any one coolly reflect on the brilliancy of naval achievements,—that the *empire of the seas* has secured us that of the land—and every defect vanishes, and leaves nothing behind but admiration and gratitude.

Ere he closed this Supplement, to enable the readers of the N. C. to form a general idea of the way in which our naval officers usually passed their time at Verdun, the editor resolved to insert the following sketch of men and manners—partly original—and partly selected from the work of Chevalier Lewis, a detenu, confined at Verdun.

A Picture of Men and Manners in France.

The city and fortress of Verdun, where Captain Dalyell passed so many years of captivity, are situated on the river Meuse, which runs through the midst of it: it is distant from Paris E. about 150 miles. The situation of Verdun is not unpleasant. Many points of view are highly picturesque. The prospect from the Bishop's palace, which is situated on a hill, and the Roche, which is a kind of terrace, would have charmed any strangers who had arrived in better humour than *detenus*. The streets, however, are less lively than those at Fontainbleau, nor can the houses be compared for comfort or cleanliness with those of Valenciennes. There are but few hotels of the antient noblesse, and those generally in the least conspicuous part of the town. The playhouse is miserable for a French garrison.

Before the arrival of the English, there were but three or four good shops; the others sold *gingerbread* and *fire-matches*. The Bourgeoises dressed like servant maids; but soon after their arrival, the whole town was alive; the shops were ornamented with crystal glass windows, as at Paris, which were filled with jewellery, and the most fashionable articles of dress; and the shop-keepers wives and daughters were attired in silks and muslins. One street, from its noise and bustle, received the name of Bond Street, and became the morning lounge. In short, the place was every day perceptibly improving. The price of the necessaries of life was soon doubled, and lodgings cost as much for a month as before for a year! A floor of a large hotel cost about ten louis the month: the detenus, or prisoners of war, could not change their lodgings without permission. The British prisoners were shamefully imposed on by General Wirion. One of the impositions was the *Roll-Call*, which, at first, was daily,—half a crown fine was the penalty of an omission;—they were obliged to pay half a crown a day to a soldier, whose duty it was to see they had not absconded,—whilst a detenu, or prisoner of war, no matter what were his rank, was only three halfpence per day, and half a pound of bread!—Those who did not rise early, paid a monthly bribe to a doctor to be put on the *sick list!* Indigent persons who could not pay were confined!—Every Englishman who wished to pass the gates was obliged to ask permission, and were *limited* to a certain distance; their wives or daughters had unlimited permission;—and if any of them were of an intriguing turn, the consequences are obvious.—The bachelors formed themselves into messes at different inns. Some of the families kept most hospitable houses,—there were few French families inclined to shew much civility to the English,—the most hospitable family was that of the Chevalier De La Lance, who having migrated to

Germany, he married a Silesian lady of high birth, and equally distinguished for her beauty and accomplishments. Their hotel was a resource to the principal English, who found combined in this amiable pair all the engaging qualities of the French, and the social virtues of the Germans. There were several clubs at Verdun;—the principal one was *Cafe Caron Club*—so called from the Coffee-house where it assembled. It consisted of 120 members, and was the most in the style of a club in England. Members were elected by ballet;—the price six livres the month; the vacancies in 1805 were filled by prisoners of war,—in 1807, it was shut up by General Wirion. Lieutenant Barker, R.N. was a member of this club. Being confined by illness to his room, he saw a child fall into the river; regardless of his own health, he sprung into the river, and rescued the child. Some time afterward, the same gentleman saw a gend'arme fall into the Meuse, he sprang in after him, and saved him also! These exploits created a general and powerful sensation in his favour. The Lodge of Freemasons invited Mr. Barker to a fraternal banquet; the Prefect, who resided at Bar, came to Verdun to pay him a visit of ceremony,—and the public prints highly panegyrized his humanity and courage,—yet, for three years he was unable to procure his exchange, and we regret to add, that he fell in a duel at Verdun in 1810.

The second club was first held at Creanges, and afterwards at an Englishman's named Taylor. It consisted of about forty members, chiefly of the most noisy dashing young fellows of the place,—this was an extravagant institution, where high play was practised,—it was but short lived.

The club at the Bishop's palace consisted of about fifty members, mostly married men, who had their wives and daughters, and of those bachelors who were fond of women's company. A ball or card assembly, alternately, every Monday night; hours as late as at London,—dinners on Christmas-day, King's birth-day, &c. Mr. Concannon was the life and soul of this society, who was also the great promoter of *Verdun Theatricals*.

The fourth club was R..s, on the same plan with the last. It had also its balls and card parties. It was established to support a family of distinction in distress, and ceased in 1805, when this family were inhumanely sent away by the detested tyrant, General Wirion.

The "*Upper Club*," which took its name from being situated in the Upper Town, was founded in 1805 by Mr. Stephen Wilson, and Mr. Ives Hurry, at a very large hotel: the apartments would have been thought handsome, even in St. James's-street. A numerous and well-selected library had been hired from a ci-devant Abbé, for the use of the Society, which consisted of about one hundred members, both *detenus* and prisoners of war. Tea, punch, negus, &c. were supplied, and the profits devoted to the support of the family of a respectable merchant, whose detention occasioned his ruin. He had apartments assigned him, and was comptroller of the expenses. Each of the clubs was obliged to pay 25 livres per month to the poor at Verdun. The establishment of those clubs should not be regarded in the same light as if they had place in a town of equal size at home. It was a luxury in Verdun to have a place of general rendezvous, where an informer could not easily penetrate, and where all the gazettes and pamphlets of the day were to be met with. Several individuals, who were not flush in cash, spent their mornings, noons, and nights by the side of a rousing fire, by which means they saved the expense of fuel at home, and when disposed to retire, a candle end lighted them to their cheerless lodgings. Happy would it have been, exclaims Mr. Lawrence, if many of our countrymen had never quitted the sober amusements of the club-room, for the tempting delusions of the *gaming table*, which were carried to a dreadful excess at this depot.

Soon after the arrival of the *detenus* at Verdun, the game of hazard having been introduced at the Caron Club, General Wirion sent a gend'arme to suppress it: but Chevalier Lawrence affirms, that this act proceeded from the most corrupt of motives, "the General," said he, "was resolved that the English should only lose their money at a Bank, in the winnings of which he had a share."

A regular *rouge* and *noir* bank was soon after established, which was open from one at noon till five, and from eight *it continued* all night! The sums of money lost by the English were considerable. Many lost a thousand pounds, others more. Not only men of fortune, but *Lieutenants of the Navy*, *Midshipmen*, and *Masters of Merchant vessels*, were led away by the temptation. Persons who had before never touched a card in their lives, were, from want of occupation,—from mere *ennui*—induced to risk half a crown, till the passion grew upon them, and then, to regain their losings, plunged deeper and deeper into difficulties. Every night some drunken guests were decoyed by girls of pleasure, placed for that purpose; and to add to the infamy of those who were at the bottom of this nefarious institution, the following inscription in French was written in large letters:—

THIS BANK
IS KEPT FOR
THE ENGLISH:
THE FRENCH ARE FORBIDDEN TO PLAY AT IT.

In 1806, in consequence of an edict of Buonaparte, this infamous gaming-house was *shut up*—which offers a convincing proof that Mr. Lawrence had no just grounds for attempting to fix the odium of its existence on *the government of France*. Whilst it existed, scenes took place in this house which would require the pencil of a Hogarth to depict. Here the unwary spendthrift found an elegant supper, heating wines, abandoned women—in short, every stimulant to vice.

The Young Midshipmen (perhaps from *twelve* years old or less, up to *twenty*), who in former wars were exchanged as soon as taken, were now, on account of the arrestation of the *detenus*, without any hope or prospect of release. *They who in England, would have been at school, or under the eye of a parent*, were here left to their own guidances, amongst such dangerous seductions; the senior officers exerted themselves to save them, but too often it was in vain. Cowper, in his Tyrocinum, describes the irregularities of a boy at a public school in England, who, according to his description, seems, "*deeper in none than in his surgeon's books:*" how would the bard have expressed his indignation, had *he* beheld the scenes exhibited at Verdun. A girl, scarcely fifteen years old herself, meeting *two midshipmen* of her acquaintance in the street, was heard to cry out to them, "*allons* *mes ami,—faisons de polisoneries ensemble.*"—*i. e.* Let us go and play some dirty tricks together.

The generality of nymphs who captivated the young Englishmen, had neither education nor accomplishments to recommend them. Our youths wallowed in the Circean stall, without aspiring to hear the songs of the Syrens. In one house of ill repute, there was but one bed, and the visitor used to sleep between the mother and daughter.

Whilst gaming was promoted for the advantage of General Wirion, female prostitution was encouraged for the benefit of the police. Every nymph of the first style paid a louis d'or per month; those of the inferior order a crown, to the magistrates of the town. During the summer of 1804, a lady belonging to one of the ancient and noble families, having come to Verdun on a visit to her family, went to lodge at one of the first inns. The commissary of police immediately waited upon her, and after many compliments on her charms, and on her prospects of success in the speculation in which she was about to embark, stated to her, that *the ladies of her profession* were accustomed to pay a *douceur* to the police, for being allowed to profit *by the English being confined in the place*: and he remarked, that a *louis d'or* a month could not be thought unreasonable for a person of her figure and expectations. At first the lady did not understand him; upon farther explanation, he discovered his mistake, and that she was a person of credit allied to the first families in the place. He left her covered with confusion, and making a profusion of awkward apologies.

The capricious tyranny of General Wirion was very provoking and oppressive. The Captain of an East Indiaman being ill, had written a letter to the General, requesting to be dispensed from the morning *appel.* Not having a servant, a young woman whom he kept left it at the General's house, when Wirion unexpectedly thought proper to be offended at his sending it by his *bonne amie*,—and to shew his respect for morality, put him under arrest at his own lodgings, where he saddled him with a gend'arme, whom he was obliged to feed and pay for two days. If Mademoiselle had carried him a Strasburgh pie, or an invitation to dinner, he probably would have forgot the impropriety of such a messenger.

In the summer of 1806, Messrs. Boyce, Devonshire, and Matthias,* naval officers, went out in company with a Mr. Meller, one of the *detenus*, to catch larks, near Thierville, when the *village guard*, accusing them of having occasioned damage in a field of corn, conducted them before the Mayor. They gave in their names and habitations, and were about to return to Verdun, when a woman ran to inform them, that three gend'armes and a horse soldier were in pursuit of some English. Upon this they divided into two parties, and went to meet them, to inquire if it were them they were seeking. Mr. Meller and Mr. Boyce were proceeding leisurely homeward, when they perceived two horsemen galloping towards them. One of them nearly rode over Mr. Meller,—he then dismounted, knocked him down, used the most opprobious epithets, bade him rise, *and then put a rope round his neck*, holding it so tight he almost strangled him with it, whilst he exclaimed—"*Villain! I will strangle thee,—I am going to kill thee!* Thou cur! I'll run my sword through thee. If I were the General, I'd have all the English shot on the parade." It was in vain Mr. Meller affirmed his innocence to this ruffian, or demanded the cause of such treatment. "*Point de questions B—, ou bienje te tue.*" The cord was made fast round the *naked neck* of Mr. Meller;—it was short; and as he rode along, he jirked and pulled him violently along, accompanying his actions with the bitterest execrations. Mr. Boyce was treated less cruelly;—when they arrived at the village, they found Messrs. Devonshire and Matthias, *with their hands bound with ropes*,—and all this violence was totally unprovoked,—none of the parties having been beyond their limits. It was in vain Mr. Meller complained of the atrocious indignity he had suffered; nor was Captain Woodriffe, who was the then senior naval captain at Verdun, able to obtain any redress. The General (Wirion) falsely pretended the ruffians had been sent away on a distant mission, and should be *severely punished* WHEN *they returned*—which, of course, did not happen. Such were the excesses committed under the eye of General Wirion, during the height of Buonaparte's power in France! This Wirion seemed a perfect courtier! Whilst he was thus dishonouring the reign of Napoleon, and undermining his throne,—no one was louder in professions of almost an idolatrous attachment. It is not improbable but this officer was dismissed as soon as his delinquencies were known to the Emperor; and the care taken to supply his place with officers of the most refined honour, and gentle manners, looks as though he were sensible what injury the vile conduct of General Wirion was calculated to effect.*

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* This gentleman's name appears amongst those naval officers who were at Verdun in December last.—ED.

During the years of captivity passed by the *detenus* and prisoners of war at Verdun, the principal persons gave a number of costly entertainments; but even those amusements were not suffered to pass unalloyed by the vile despotism of General Wirion and his lady, who either obtruded their detested presence, or maliciously contrived, if uninvited, to render miserable those who gave or attended at these fetes; and, as might be expected from the long confinement of such an heterogeneous assemblage of persons † who resided at Verdun, the passions of hatred, envy, and jealousy were carried to great lengths;—and many British subjects were accused of acting as spies upon their own countrymen, and betraying them to the malice of this worthless commandant.

Lieutenant W. C. C. Dalyell, and his friend Mr. Innes, also of the navy, gave, during the winter of 1807, what the Chevalier Lewis terms, a most elegant ball and supper, which lasted all night: *the absence* of Madame Wirion, says Mr. Lewis, *contributed* not a little to the gaiety and good humour of the entertainment, and enabled some of the most distinguished families to accept the invitation. Several of the male visitors, as if loth to quit the festive scene, stole off to the morning *appel* at nine o'clock, and then returned to breakfast with the ladies. After supper, a Mr. Temple, probably one of the *detenus*, sung "*the detenu's*" song, written *for the purpose* by Mr. Lewis. Now, as this fete was given by *naval officers*, and no doubt a great proportion of the auditors were likely to be naval gentlemen, we are of opinion the poet should have introduced more naval traits into his song; we could then with propriety have given it a place in the N. C.

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* For a character of the different Commandants, and some interesting particulars relative to Verdun, see N. C. Vol. XXXI. p. 303.

† Exclusive of the prisoners of war, there were lawyers, artists, tradesmen, and adventurers of all kinds, and a considerable number of domestic servants, without masters or occupation.

We shall select another instance of the brutality and insolence exercised upon the naval prisoners of war, not by the French military alone, but by the Bourgeoise, who benefited so greatly by the British being confined in their city. On the 8th May, 1806, Lieut. Hawkey, of the R. N. and Lieut. Alexander Eckford, of the marines (both of whom were still confined in December last), were returning in the evening with some ladies from a dinner in the country, when a paltry fellow, named LAMELLE, an apothecary of Verdun, accompanied by another shopkeeper, rode along in so mad a style, that they had nearly galloped over the ladies. Lieutenant Hawkey called out, begging them to mind how they rode. Exasperated at this admonition, the apothecary, who was a remarkably stout man, sprung from his horse, and rushing on Mr. Hawkey, suddenly knocked him down,—stamped with his heavy boots on his face, and broke out one of his fore teeth. This cowardly and ruffian-like assault happened close to the Paris gate, and the gend'armes, roused by the cries of the females, released Mr. Hawkey, covered with blood, from the power of this ruffian. Although the outrage was seen by many witnesses, the apothecary, LAMELLE, was suffered to mount his horse and ride off in triumph; nor was any legal address ever procured by the sufferers.

No retreat was sufficiently obscure to protect a British prisoner from the malice or the power of General Wirion; and if he chanced not to have any peculiar desire of tormenting the individual, —yet, if he happened to lodge in the house of an inhabitant who was disliked by the despot, the prisoner was sure to suffer, in order to punish the landlord. One of the many hard mandates of Wirion decreed, that *no one*, without his permission, *should change his lodgings.* Thus, if the landlord happened to be a creature of Wirion's, the British lodger was liable to the most infamous treatment, without hope of release or redress. And if he chanced to be agreeably lodged, the general, if he disliked the landlord, would issue his mandate for the prisoner to remove!—These facts are almost incredible,—but they have been for years openly affirmed, and never —as far as the Editor knows—been contradicted.

A Mr. Halford, a naval officer, lodged at the house of a man named *Varennes*, whose house, overlooking the Bishop's garden and the adjoining country, afforded one of the finest views in Verdun: they were in other respects very agreeably lodged; when, most unexpectedly, an order arrived from the malignant Commandant, *Wirion*, ordering them to remove! Expostulation or entreaty was alike in vain—they were forced to quit their lodgings.

Now, the fact was, that Monsieur Varennes belonged to the police, and received twelve livres a day for acting as a spy over the English: he was paid this honourable stipend by General Wirion; but, M. Varennes gave information at Paris against the proceedings of his paymaster. The general having, by means of a friend at Paris, learned this fact, he sent for M. Varennes, and informed him, that some secret enemy had been *calumniating* him to the Emperor! M. Varennes affected the utmost surprise,—commended the public conduct of Wirion, and loaded with execrations the vile denunciator!—On this the general, without farther comment, opens a drawer, and puts into the hand of his astonished visitant the identical letter in which he had denounced him!—Varennes retired, covered with confusion,—and the two British officers were commanded to quit his house!

Before we close this account of men and manners at Verdun, we shall give the following satirical little poem, written at Verdun, and inserted in Chevalier Lewis's *Picture of Verdun.*

When late in a frolic, dame Fortune or chance
Caress'd in all countries, but worshipp'd in France,
In a whimsical mood, brought together a rout
Of dark, fair, and brown, 'twould be hard to make out
To what nation or climate the worthies belong;
But I'll e'en call them Britons, in aid to my song.
Where a fort on a hill, and a city are seen,
Both dismal enough to give Frenchmen the spleen,
And the walls strong and lofty, not easy to win,
Kept out foreign rogues—but now keep them within,
This crew are assembled, and think to a man
That time is their enemy; kill it who can.
Now racing and hunting their moments employ;
To ride from themselves is a subject of joy;
On the turf, for the natives a comical sight,
See Thomas in pink, beat his master in white.
And crossing and jostling, the prize to obtain,
In the dust lies his honour, and sprawls on the plain;

Till he rises dejected, and scarce will presume
To lift up his head in the sight of his groom.
With a shrug the gay Frenchmen behold the young buck
Now fighting a cock, and now hunting a duck;
And, in praise of his bull-dog he talks with such fire,
They know not which animal most to admire.
But the chace now begins—see the broken down hacks
Advance with the tally ho club on their backs,
Condemn'd like mere school-boys to hunt within bounds
For a fox a dried herring, and curs for their hounds.
On the stage what a group of strange figures appear,
Jack Falstaff usurping the part of King Lear;
With laughter Melpomene makes the house roar,
And when we should laugh with Thalia, we snore.
Now plac'd round a table all cover'd with green,
The Gentiles and Jews mix'd together are seen;
While the harlots caress, and the black legs applaud
A Midshipman staking his gold like a Lord;
If he loses, in grog he may drown his distress,
If he wins, he may sleep with a German Princess.*
When e'er to a pic nic, the woodlands among,
With the General's permission the *detenus* throng,
Beware, ye bright dames, while the hours gaily pass,
Lest any *faux pas* rouse a snake in the grass.
When the pic nic and race lose their power to delight,
And theatricals prove but the jest of a night,
Then scandal, which kept her in order before,
Revives the old prude, now her conquests are o'er;
Who if flaws in a belle's reputation are found,
Good natur'dly adds a new gash to the wound;
The town is in arms, and the mischievous tale
Shall live, 'till some other new folly prevail.
While pastimes like these, the dull hours to beguile,
Extort from the face philosophic a smile,
Should prudence intrude with a lecture in prose,
Can prudence the torrent of fashion oppose?
Like soft notes in a tempest, her voice would be drown'd,
Or like zephyrs, when loud peals of thunder resound.
Our countrymen carried away by the tide,
Abandoning prudence, with fashion their guide,
The piper well paid, led by Monsieur a dance,
Will return with more wit, but light pockets from France.

The above is the best piece of poetry to be found in Mr. Lewis's volumes; and although the picture it gives may be generally true, yet there are many honourable exceptions; and even of the midshipmen, exposed as they were for so many years to all the perils of seducing vice and yielding youth,—no one became a public spectacle, and many applied themselves assiduously to useful and honourable pursuits.

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* One of the decoy ducks at the gaming table, from her having once been kept by a German prince, had assumed this title.

It was during the forced leisure of a confinement in the Tower, that the great and ill-fated Raleigh composed the history that bears his name: Lieutenant Tuckey, R. N. during his long confinement at Verdun, has written and compiled a work, which, if it be equal to the partial opinion that his friends entertain of his genius and talents, it will be the most valuable work ever written relative to maritime geography. A brief sketch of his prospectus may be seen in the N. C. Vol. XXXI. p. 480. We hope he will avoid loading his pages with uninteresting matter, and enliven it, as far as is judicious, by tasteful excursions amongst the people, animals, minerals, and plants, of the countries whose coasts he has to describe.

By the following very interesting letter from Captain Mason, R.N. addressed to Mr. Brown (which should have been inserted in the memoir), it appears that the account given of Mr. Bourne is not correct: it was, however, compiled from the statements and documents furnished by Captain Dalyell.

"SIR, " *Cove, Ireland, May* 10, 1814.

"I have been so occupied since my arrival here, as to neglect replying to your letter of the 21st March as I intended. Unfortunately, I have not any of Captain Dalyell's letters, written from France, and indeed very few of them reached me—nor can I at present lay my hand on the book which contains my official correspondence on the subject of the Vimereux; as soon as I can, I will send you what you wish for—being anxious that all publicity should be given to such an extremely gallant action. In fact, I don't know a more gallant and deserving officer than Captain Dalyell—though it is nine years since we parted, my admiration, respect, and friendship for him remain undiminished.

"When I get my letter book, I hope to find in it the letters I wrote to —Lord Keith, urging his Lordship to apply for his promotion after he was taken prisoner; but as I have been very much on the move, I fear my documents will fall very short.

"With respect to that amiable and truly gallant young man, Mr. Bourne, when he got to the privateer, he found it impossible to board her (they had already overpowered our people), he therefore cut her cable, and took her in tow; the enemy hoisted his foresail, and brought our boat under his bow, killing and wounding almost every one in her. Bourne was wounded in the knee, and lived, I think, until the next day. I really cannot say where he was buried. He possessed the mildness of the lamb, with the courage of the lion.—Out of 32 employed on that melancholy affair, I believe, all were killed, wounded, or made prisoners, except 4 or 5.—As a proof how highly Captain Dalyell's services were appreciated prior to that affair, he had been put acting lieutenant into the Rattler with me, by Sir S. Smith, and in consequence of his very gallant conduct in a severe action we had with a flotilla commanded by Verheuil, in May, 1804,† Lord Melville kept him acting lieutenant of the ship, although a regular lieutenant had been appointed in the interim.

"I am, Sir, your very humble servant,

F. Mason."

NAUTICAL ANECDOTES, &c.

CAPTAIN COOK, THE CIRCUMNAVIGATOR.

THE following very curious and interesting anecdote, concerning the fatal catastrophe which befel the illustrious Cook, whose melancholy fate is to this day deeply and generally deplored by the Sandwich Islanders, considerably removes the barbarity and savage-like disposition, which have been usually attached to the character of those people:—

"In a conversation (says Mr. T.) with Mr. Young, respecting the melancholy fate of Captain Cook, I asked him how the Sandwich Islanders felt after the first transports of anger had abated respecting this great man? His answer was, that as they at first considered him as immortal: according to some of their rude notions of a superior being, they most fully expected that he would, in some shape or other, re-appear amongst them; and that they retained this idea for some years. Afterwards, being given to understand that his sons were chiefs of high power in England, they conceived a great alarm, lest one or other of them should return to the Sandwich Islands with a large force, and wreak a merited vengeance on them by some terrible example. Such was the information I had from Mr. Young, who having been a long time resident amongst them, may be supposed to be well acquainted with their opinions concerning this excellent and much lamented man; and he related this to me within half a mile of the place where the unfortunate catastrophe occurred. He added, they were now so confident in their own strength, that they bid defiance to any force that could be sent against them."—*Turnbull's Voyage round the World—quarto edition*—p. 240.

It would appear, by Mr. T.'s account, that the islanders have taken a leap into civilization.

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† See memoir, p. 21.

AN AMERICAN PREDICTION.

About the year 1800, Mr. Pinkney took his passage from America to Holland, in an American merchantman, commanded by Captain Cheeseman. She was hailed, and made to lie-to by different cruizers in the Channel, but on finding there was an ambassador on board, they suffered her to proceed without further interruption. The commander of a Dutch sloop of war, however, insisted upon Captain Cheeseman going on board his ship with his papers—this was peremptorily refused, on the ground of an ambassador being on board—and as the weather was very moderate, the commanders carried on the altercation from the respective decks: the one demanding compliance, the other refusing. Ultimately, however, the cruizer sheered off, and the American got safe into the Texel. A few days after, at a public dinner given to Mr. Pinkney, at the Doelen Hotel, in Amsterdam, he related the circumstance to the company, and observed, that if England would confine herself within the bounds of moderation, her naval power would be considered as the bulwark of America.—It is, however, said Mr. P. exercised with so high a hand, that it will concentrate the hatred of the world against it.—I do not think all the naval power of Europe will make any great impression on that of England alone; but if ever her despotism on the seas forces us to build a navy, then you will see the pride of the English flag laid low. The sovereignty claimed by England on the seas, will receive its death blow from America.

This conversation, now given without a comment, was reported at a public table by Captain Cheeseman, and narrated on account of its singularity and probability.

AN AFFECTING MEETING BETWEEN A SAILOR AND HIS WIFE.

At the beginning of the late war with France, a sailor named C——l, who lived in Shoreditch parish, was so reduced by sickness and poverty that he could not maintain his wife and children. He entered on board the tender,—and left his wife half his pay. She was, however, driven by distress to the workhouse, where she lay-in of the child with which she was pregnant, which was reared in that poor-house. At the close of the fourth year, her pay was stopped,—and her husband supposed to be dead.

Left thus destitute, she struggled on for three years more,—when she married a carpenter, who died a short time since, and left her again plunged in greater distress than ever. She used to carry the child she had by him at her back,—and with a basket of matches and ballads, sought a precarious livelihood,—she had no home but a two-penny lodging-house,—and if she had no pence, the sky was her canopy, and the earth her bed.

It happened one night about the beginning of this month (August, 1814) that chance directed her wandering steps to a public house where her first husband used to frequent; and as she begged the humble guests who were drinking in the tap-room, to lay out a halfpenny with a poor widow, a sailor, just discharged from a man of war, sprung up, and almost overturning both table and guests, seized the poor ragged supplicant in his arms, calling her his long-lost wife!—She was so much overpowered at thus meeting alive with one whom she had long reckoned amongst the dead, that she was near fainting. Mutual explanations were soon made, amidst the tearful eyes of the spectators—"I deserted you in the midst of want and misery," said the penitent, "but I have sought you since for years, without being able to hear of you. We must forget and forgive. I am now well to do, and will henceforth be a good husband to you." After regaling her with the best the house afforded, he took his astonished wife under his arm, and completely new rigged her. His boy—still in the workhouse—he went to see, to reclaim, and provide for. He purchased some decent household furniture,—and is now looking out for a coal-shed, whereby to support himself and family.

SIR EDWARD WINTER, NAVIGATOR.

In Battersea church, there is a mural monument, which was erected in memory of the above seaman, who sailed as an East India captain in the reign of Charles II. It is related of him, that whilst he was in Asia, he was attacked in the woods by a tiger, and being close to some deep water, he took his stand on its verge, and when the animal rushed upon him, he seized him in his arms,—fell backwards into the water,—rose above his enemy, whom he kept below him till he was drowned. But strange as this may sound in the ears of many sober persons, it is much less so than another exploit imputed to the same hero, namely, his having, *on foot*, and *single-handed*, beat and dispersed *sixty Moorish horsemen*, some of whom, it is said, he slew, and some he wounded: this fact, however, as well as his conquest of the tiger, is inscribed upon his monument, *viz.*

Alone, unarmed, a tiger he opprest—
And crush'd to death the monster of a beast.—
Thrice twenty mounted Moors he overthrew
Singly on foot,—some wounded,—some he slew—
Disperst the rest,—What more could Sampson do?*

A FEMALE NAVAL WARRIOR.

In the S.W. corner of Chelsea church there is also a mural monument, erected to perpetuate the fame of another naval character, of rather an extraordinary description, being a *young lady*, who, throwing off the habiliments of her sex, assumed those of a man, and fought gallantly in a *fire ship* against the French fleet in 1662. The epitaph, which is in latin, is to the following purport, *viz.*

"In an adjoining vault lies ANNE, only daughter of EDWARD CHAMBERLAYNE, doctor of laws, born in London, the 20th January, 1667, who having *long declined marriage, and aspiring to great achievements, unusual to her sex and age, on the* 30*th June*, 1690, *on board a* FIRE-SHIP, *in man's cloathing, as a second Pallas, chaste and fearless, fought valiantly six hours against the French, under the command of her brother.*—Snatched, alas!

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* We should be obliged to any intelligent correspondent who could afford us some additional authority for these extraordinary achievements. We confess our opinion to be that if the maxim, *nil nisi de mortuis verum*—speak nothing but truth of the dead,—had been rigidly observed, something might have been abated from both these adventures.

how soon, by sudden death, unhonoured by a progeny like himself, worthy to rule the main!—Returned from the engagement, after some few months, she married to JOHN SPRAGG, Esq. with whom, for sixteen more, she lived most amiably happy. At length, in childbed of a daughter, she encountered death, 30th October, 1691. This monument, for a consort most virtuous, and dearly beloved, was erected by her husband." *

A TREACHEROUS HOST AND HOSTESS.

MANY years since a seafaring man called at a village inn, on the coast of Normandy, and asked for supper and a bed. The landlord and landlady were elderly people, and apparently poor. He entered into conversation with them, invited them to partake of his cheer,—asked many questions about themselves and their family, and particularly of a son who had gone to sea when a boy, and whom they had long given over as dead. The landlady shewed him to his bed-room,—and when she quitted him, he put a purse of gold into her hand, and desired her to take care of it for him till the morning;—pressed her affectionately by the hand, and bade her good night.

She returned to her husband,—shewed him the accursed gold;—for its sake they agreed to murder the traveller in his sleep,—which they accomplished, and buried the body.

In the morning early came two or three relations, and asked in an exulting and joyful tone for the unknown traveller who had arrived the night before. The old people seemed greatly confused; but said he had risen very early and was gone away! Impossible, said the incredulous relations, *it is your own son!* who has lately returned to France, and is come to make happy the evening of your days! and he resolved to lodge with you one night as a stranger, that he might see you unknown, and judge of your conduct towards wayfaring mariners.

Language would be incompetent to describe the horror of the murderers, when they found that they had dyed their hands in the blood of their long-lost child.—They confessed their crime,—the body was found, and the wretched murderers expiated their offence by being broken alive upon the wheel.†

A GENTLEMAN SAILOR.

MR. ———, formerly of Dublin, who was one of those unfortunate gentlemen whom the insurrection of 1798 drove into exile,—disgusted with the indignities put upon the Irish exiles in Paris, and unable to endure the poverty that oppressed him, made his way towards the coast of Holland, with the design of becoming a seaman, and meeting at Antwerp with an American master, who seemed superior to the general run of his class,—he told him candidly his situation and his views. The captain would have given him a passage to America, which he refused,—and merely requested to be received as a landman, and fare as the sailors fared.

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* The Editor would feel greatly obliged to any Correspondent who will furnish him with any biographical particulars of the above extraordinary lady, or Capt. Chamberlayne, her brother. One hardly knows which most to admire,—the courage of the heroine, or of the gentleman who married her! If she had happened to have been a shrew—it would have been an Herculean task to have tamed her.

† Lillo's affecting play of Fatal Curiosity is grounded upon a similar story,—but whether the same or not, is uncertain.—ED.

To this the captain agreed—he was provided with a jacket and trowsers, and had his birth assigned him amongst the sailors. He applied himself sedulously to acquire a knowledge of practical seamanship—being a good mathematician, the study of navigation was easy to him.—In three months he was able to perform an ordinary seaman's duty—and in one year was taken as second mate of a large ship, bound to Holland, and thence to Asia and back.

When he went to France he dropped his real name, and is now known, except to some few, only by his assumed one. His spirit of enterprise was such, that the Dutch agents at Batavia, in 1804, entrusted him with the direction of a commercial enterprise of great moment, to the coasts of Japan. He is at this time esteemed as one of the best navigators in the American naval service,—he commands a ship of war—and after a fierce engagement, has seen his flag wave above the British ensign,—and if ever America should become a great naval power, it is likely he will be the future Nelson of that great republic.

A JEW SAILOR BOY.

About the year 1750, there was a Jew lived near Cologn, who kept a small public house, where the poorer classes of itinerant Hebrew-dealers resorted. He had a very large family; jews were then heavily oppressed at Cologn, and he found it almost impossible to procure his children bread. His eldest son had occasionally gone in the Rhine boats to Amsterdam;—and when he was only 12 years old—after having beaten him, he turned the poor boy out of doors. "Where am I to go, father," said the boy.—"*Go to the land where the pepper grows,*" said the brutal father, and shut the door upon him.—He obtained his passage down to Amsterdam—and was engaged by a porter belonging to a rich merchant to do some work in a cellar on the Buitenkant. He performed his task to the satisfaction of his employer, who was himself a German, to whom he related his destitute condition. This man told him to conceal his being a Jew—and by degrees he so far improved his condition, that he went out a petty officer, with a good recommendation, to Batavia. Fortune favoured him in every undertaking, and he rapidly rose to eminence as a merchant. In the latter part of his life, he established himself at *Ceylon.* He died there after the island fell into the hands of the British, and his fortune *was said* to amount to near two million gilders. When the executors sought out the heirs to this wealthy stranger, they found that his brother kept the same house that his father had done—that he was equally poor, and had a family of fifteen children, many of whom were dispersed in different lands.—One daughter lived in 1801 on the Zwaarenburg-wal—a servant to a Jew dealer in silks and cambrics, well known to American masters of vessels.—She was about 19, her wages were very low, and her clothing not very good, but her disposition lively—when it was announced that an uncle had died in Ceylon, and left her an immense fortune. Remittances were sent to equip her as became her altered fortune,—her master attended her to Cologn, where those who would not have admitted her to have sat down in their presence a few months before, now courted her company, and the sons of respectable families made a formal tender of their hands. But she was deaf to all their interested assiduities. There was a poor Jew boy in Amsterdam to whom she was attached, who was almost broken hearted when this reverse of fortune seemed to place his mistress far beyond his hopes. Without acquainting any one with her motives, she returned again next year to Amsterdam, and made him master of her person and her fortune.

A PICTURE OF EMBDEN,

OR,

The Rise and Progress of the System of False Papers and False Oaths.

When the mild LAW OF NATIONS interpos'd
Its shield between the victors and their prey
War knew no curb but from superior pow'r.
Fierce o'er the ocean lawless pirates roam'd;
Impell'd by rapine—all they seiz'd was prize:
And boundless cruelty their course disgrac'd!

But from that time—'midst fiercest naval wars,
The neutral bark—though richly fraught—durst steer
Through hostile fleets on death or conquest bent;
Good faith their pilot, and *that law* their shield.—

Too soon—by gold seduc'd—the neutral sold
To vanquish'd states the stamp of neutral-rights—
OATHS, PASSPORTS, SEALS, and FLAG!—And then was seen
The ocean fraught with foemen in disguise!
Help'd by the greedy lawyer's guileful arts
And FORMS of law preserved—the SPIRIT fled—
Fraud triumph'd! fraud usurped the place of force!
OUR FLEETS WERE CHEATED, AND OUR SEAMEN WRONG'D!—

Say—Statesmen! who o'er Britain's welfare watch,
Shall this vile system longer hold its course—
Or BANISH'D JUSTICE re-assume its sway?——EDITOR.

THE City of Embden, which forms so conspicuous an object in the following narrative, is a considerable maritime town situated upon the north shore of the river Eems, or rather, of the Dollard Sea. Its population, in time of peace, cannot be more than six or seven thousand—but in 1806, it contained double that number, owing to the influx of strangers. It is built in the style of the old cities of Holland; the harbour is the work of art—and the wet and dry docks are extensive. It is situated rather more than a hundred miles E. of Amsterdam. When the Romans were in possession of Groningenland, antiquarians say they had an exploratory camp, upon the site of which a castle was afterwards built by some Frisian Prince, which has long since disappeared. Tradition says, that this castle stood near the N.W. corner of the barracks, near the river. Aurich is the capital, and its castle for many ages was the residence of Princes who successively governed Friesland. In the times of the Romans, the inhabitants of these provinces were noticed as being alike celebrated for their love of freedom, and their valour in battle. It was a Frisian Chief, a "noble savage," who, being shewn the seat in the public theatre reserved for the ambassadors of those states most faithful to their alliances with Rome, exclaimed, as he went to take possession, "Then that place is mine, since none go beyond my countrymen, in faith or bravery." (Given from Tacitus, by memory). Through the dark ages of modern history, the same qualities marked the Frisians. When the people of the Netherlands revolted against the tyranny of the Spaniards, the Frisians supported the cause of the oppressed: when Frederick II. seized upon this province in 1744, he found it convenient to leave the people in possession of their ancient laws, nor was the military conscription of Prussia ever introduced. More recently—when the overthrow of the Prussian monarchy enabled Napoleon to parcel out its dominions, Friesland was allotted to Holland, and afterwards united to France—but when Holland peaceably submitted to the power of France, the Frisians made continually efforts to resist, nor were the conscription laws of France ever completely established in East Friesland. The history of East Friesland is more intimately connected with that of England, than people in general may be acquainted with. The Frisians formed a large proportion of those warlike strangers called Saxons, who seized this island when the Romans left it. There is a spot near Aurich, where an ancient tree is said to be yet standing, called "*Das Opstel Baum*," i. e. the tree of meeting.* Here the people used to assemble to elect their chiefs, pass laws, and try the few criminals they appear to have had. From the forests of Germany—those fierce and hardy Frisians carried their democratic institutions into England, and laid the fonndation, on the ruins of the Roman institutions, of that mixed, political constitution, the trial by jury, and local government by Earls or Lord Lieutenants of Counties, which, under various modifications, has ever since prevailed.

It is certainly to be regretted, that the principal residence of so brave a people should have been the destined theatre of some of the most atrocious crimes ever known in civil society—but, extensive as the ravages of this moral pestilence may have been in the cities of Friesland, the agriculturists were but little affected thereby. Its operations were commenced by merchants; and amongst the commercial part of the population its poison was principally confined.

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* There was a public house at Embden in 1804, which had this tree for a sign, with an armed warrior, bearing the cap of liberty, standing near it.

Previous to the commencement of the American disturbances in 1775, the merchants of Holland clandestinely supplied the insurgents with contraband of war.* These supplies were usually forwarded to St. Eustatius and Curaçoa, and thence transported to their ulterior destination. Many of these ships and cargoes were captured by our cruisers and condemned; on which account the owners besieged the Stadholder with reiterated complaints of "*the piratical depredations of* Great Britain *on their defenceless ships!* They called aloud for war, and accused William the 5th of being bribed by England to permit the ruin of the navy and the commerce of Holland!

Whilst they openly strove by every means in their power to provoke a war between Great Britain and the States of Holland, they were secretly planning to protect their ships and commerce from its ravages. Looking forward to that event long before it actually took place, they had shipped from the Eems large consignments of arms, ammunition, and specie to America on board of neutral ships.

The merchants of Amsterdam were the deepest embarked in supplying the American troops with money and warlike stores. About a year prior to the actual commencement of hostilities, a general meeting was convened in that capital, at which assembled those who were interested in the illicit trade carried on with the revolted British colonies. At this meeting the wealthy Mr. Claas Taan, senior, of Zaandam,† presided. The object of this crafty congress was, to withdraw their capital from the protection of their national flag, and devise the means—during a war with the first maritime power in Europe—to carry on their commerce in safety under a neutral mask. After long and animated debates, it was agreed to sell, by simulated sales, not only their ships and merchandise then in their own or neutral ports, but also those pursuing their different voyages on the ocean;

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* Mention of the origin of this diabolical traffic may be found in Mr. Brown's letter to the King of Prussia, Vol. XXXI. p. 288. A careful comparison of the two documents will prove that the first contains a general sketch of the system,—and *this*—not only a connected history of the origin of this gigantic system of fraud,—but authentic biographical sketches of most of the individuals by whom it was carried into practice.—EDITOR.

† The village so celebrated on account of the hundreds of windmills; situated on the side of the river Y, opposite to Amsterdam. Mr. Taan was one of the richest merchants in Europe: he was sole owner of *forty Greenlanders*, and *thirty oil mills;* his floating capital, at this period, is stated to have considerably exceeded a *million sterling!* Some of the wealthy merchants who resided here

in short, nominally to dispose of the whole of their ships and merchandise in every part of the globe.

The majority of the persons present considered *Embden* as the best situated of neutral harbours for the furtherance of their views. Its scite is on the river Eems: on the opposite shore of which river, and much nearer to the sea, stand the fort, town, and harbour of *Delfzyl*, a town which, in former wars, was called the " *Dunkirk* of Holland," on account of the number of *privateers* there fitted out. Amongst the many important advantages arising from the relative position of Delfzyl and Embden, the most valuable was, its enabling the Dutch merchants to send their ships to sea with cargoes actually put on board in a Dutch port, or roadstead, with clearances, &c. dated from Embden! Thence, they were able to allege a neutral port of departure. In case of the Texel being blockaded, and their vessels bound to Amsterdam forced to run to the Eems, the cargoes could be securely landed at Delfzyl, and transported to Amsterdam, almost as soon as from the Nieuwe Diepe, with no very great increase of expense. To their colonial trade the neutrality of the Eems was particularly auspicious. Had their neutralized vessels cleared out from a *Dutch* port to Ceylon and Surinam, there was every reason, in the event of capture, to expect a condemnation of ship and cargo: but if a Dutch ship covered by the Prussian flag cleared out from Embden, and returned there, that danger was avoided; that is, if our Admiralty Court recognized the spurious papers. These were the causes which raised Embden to such importance in the eyes of the Dutch merchants; but, because Denmark was a maritime state, and, thence, better able to defend its flag, there were many who gave the preference to Denmark, and selected Altona* and Copenhagen as the theatre of their disguised commerce: Although avarice tempted them to place their ships and commerce under the hired protection of foreign flags, common sense dictated the necessity of retaining in

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used to pride themselves in being termed, *Boors*, i. e. peasants, whose dress and manners they adopted. The late Mr. Hope had a bill from Russia, drawn upon one of the Zaandaamers; its amount was sufficiently large to attract his attention. He accordingly went with an English gentleman to the house of the acceptor, whom he found busily employed clearing out a ditch. Having told his errand, the village Crœsus washed the mud from his legs, put on his clumpers, and took them into his house, where, in a careless, but ostentatious way, he begged Mr. Hope to make free, and *name the specie* in which he would prefer being paid! To render this intelligible, it is necessary to inform the reader, that there are at least a *dozen* different sorts of current coin passable in Holland; and this Zaandaamer must have had a sufficient sum of each kind of specie to have paid the draft, whose magnitude had excited the surprise even of the rich Mr. Hope. With those persons, *happiness* consists in the accumulation and *possession* of riches. In some of their houses are collections of China, formed a century or two since, that are said to have originally cost ten thousand pounds sterling.—EDITOR.

[*] The origin of this name is rather curious. When the Prince, by whose orders *Altona* was founded, looked at Hamburg, he shook his head, and said, " *al te na*"—" much too near;" and from that circumstance it is said its name originated.—EDITOR.

their own hands the control over their property, and the direction of their commerce; for, as every neutral person who prostituted his neutral character for gain, must, necessarily, commit perjury in every reclaim of captured property, no *honest* man would be concerned with such transactions. It was therefore a part of their original plan, and it was never after lost sight of, to retain as far as possible the management of their commerce, and to trust the perjured neutral, whose name they hired, no further than was unavoidably necessary.

Messrs. Gerrit and Barend Van Olst, merchants of Groningen, had, at this period, very extensive dealings with Mr. Claas Taan above mentioned. Those gentlemen attended the meeting held at Amsterdam, accompanied by a person named *Pieter Onne Brouwer*, a *ship's husband* of Embden. After mature deliberation, assisted as it has been affirmed by *English* and Dutch *civilians*, it was resolved to commence their *neutralizing establishment* at Embden, under the firm of *Van Olst, Brouwer, and Co.* Mr. Pieter Onne Brouwer was a citizen of Embden. When this project was resolved upon between these parties, a formal partnership was announced as having taken place, but care was taken by the Dutch merchants to make *Pieter Onne Brouwer* give them in every instance a document called a *renversal*, or solemn declaration, that the property in question was not his, nor had he any claim to the same, but was employed to assist in masking it for the *true owners*, being Messrs. Van Olst and Co. Mr. Van Olst then purchased his *burger-right*, and a house at Embden; and thus, under the firm of *Van Olst, Brouwer, and Co.* was commenced the first of those establishments ever known, for the sale of neutral rights, and the systematical supply of all the perjury which might be wanting in the claims for enemy's property captured by British cruisers. As soon as war was certain, to procure ships and merchandise to neutralize, Mr. Gerrit Van Olst (who was one of the leaders of the anti-stadholderian party) travelled to the principal ports of Holland, animating the principal merchants and ship owners to withdraw their commerce from their native flag, and send it to sea as *Prussian property*, under cover of his new made firm.

There were, however, many wealthy and respectable merchants, who honestly and indignantly rejected the insidious proposals to abandon the flag of their republic, so deservedly renowned, under which their brave forefathers had fought, and established that liberty, by which the United Provinces had arisen from oppression and feebleness, to glory, wealth, and power. With prophetic truth, though in vain, they assured Mr. Van Olst that nothing but ultimate shame and ruin could result from a traffic founded on fraud and perjury, whatever might be its present advantages. From the abandonment of their national flag they foresaw the ruin of their once potent navy;—from the crimes to which their mariners would become initiated, they mourned in anticipation over the ruin of public morals. They affirmed, that if Mr. Van Olst's plan succeeded, the whole mercantile body, habituated to the commission of, or connivance at, perjury, would be degraded; every spark of true patriotism extinguished, and common honesty be banished from amongst them. Such were the leading arguments used by those conscientious merchants, who disdained to seek for wealth in the paths of infamy. But although a select few could not be tempted,* the great majority of those to whom Mr. Van Olst applied, fell at once into his plan; and the warmest abettors of the neutralising system are stated to have been the most implacable enemies of the Stadholder. Many of them, however, were men eminent for their learning and talents. The armed neutrality of Catherine the Second soon after had place, and the whole weight of the Dutch and Northern press was employed in depicting, in the most odious colours, the maritime despotism of Great Britain, and the necessity of forcing her to accede to the doctrine of "*free ship, free goods.*" The expense of neutralising a ship of 300 tons, was then about 150*l.* exclusive of an annual tribute of 2 per cent. on all freights. To neutralise a cargo cost 1 per cent. besides the documents. Allured by the powerful temptation of a secure maritime commerce in the midst of war—from every port between the Eems and the Scheldt, the merchants and ship-brokers flocked to Mr. Van Olst with simulated bills for vessels intended to be ***Prussianized***, who, aided by Mr. Pieter Onne Brouwer, found means to deceive the vigilance of those judicious persons, who should have had a watchful eye to such frequent calls for solemn public documents: but *the practice rolled such a torrent of sudden riches in their way*, that it overpowered their honesty, and most of the judges lent themselves, and the authority of their respective jurisdiction, to countenance those frauds. Within the first year of the war between Great Britain and Holland, the number and description of vessels navigating as the "*sole and honestly acquired property*" of Messrs. Van Olst, Brouwer, and Co. of Embden, consisted of the following ships and their cargoes, exclusive of cargoes innumerable on board of other vessels, namely—

10 East Indiamen, about	7000	tons burthen.
20 West Indiamen	7000	ditto.
40 Greenlanders and stores	16000	ditto.
450 General traders	69850	ditto.
520 Sail of shipping.	99,850	

The whole of these vessels were actively engaged in traffic, receiving or delivering cargoes, apparently on the account and risk of Van Olst, Brouwer, and Co. The value of that mass of shipping could not be less than *one million sterling*, which, measured by our present standard, would be nearly four millions of pounds sterling. It would be impossible to form any estimate as to the value of the cargoes they neutralised, but, probably, the amount of many millions were always afloat! The French merchants, treading in the footsteps of the Dutch, sent much of their trade to Embden to be neutralised, insomuch that the preparation of the fabricated correspondences, and simulated documents, gave occasion to the employment of a great number of foreign clerks, and attracted to Embden a multitude of foreign merchants, which quickly gave to that heretofore obscure port the bustle and activity of a considerable mart of trade!

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* The conduct of the Embden neutralizers towards their employers, was generally so base and unprincipled, that many Dutch houses gave up the *simulated trade* altogether on that account. The Embden neutralizers used to send their agents to Holland, to urge the merchants to trade under the Prussian flag, who were often exposed to great indignities, and driven away unheard. M. Cornelius Hartsen, in 1804, told Mr. Tollens, the agent to Carl Frederick Schroder, that he held the practice to be so immoral he would not countenance it.—Editor.

We have already stated, that in the Amsterdam meeting, Embden found most votaries. Other establishments of the same nefarious kind, were shortly afterwards opened by the merchants of Holland, in the names of citizens and inhabitants of that port, who pretended to have purchased so prodigious an amount of belligerent shipping and merchandise, that the whole commercial capital of East Friesland, multiplied by fifty, would still have been inadequate to the payment of those fraudulent contracts. For a considerable time after the meeting of 1779, at Amsterdam, there were, however, but four of those establishments: their firms were as follows, *viz.*

Messrs. Van Olst, Brouwer, and Co.
Mr. Tobias Bouwman.
Mr. F. H. Metjer.
Mr. Ysaac Bouwman.

From this time, which formed a *new era* in the annals of our Prize Courts, it was utterly in vain for our Admiralty Courts to attempt the conservation of our maritime rights by the practice of *trying every case* upon its separate merits. At this early period, a complete confederacy existed between some of the district judges, resident in Embden, and the neutralizers, to whom they issued documents of every kind, with their judicial seals and signatures attached—*in blank!* From this epoch, those who can remember as long back, must recollect a sudden change taking place in the condition of the surrogates, and proctors of Doctors' Commons.

Are we bound by the law of nations to accredit a ship's documents under any circumstances?—CERTAINLY NOT! In the exercise of the *right of search*, according to Vattel,* belligerents are obliged to give credit to the *certificates, bills of lading,* and other instruments of ownership produced by the masters of neutral ships, UNLESS *any fraud appears in them, or there be good ground for suspecting their validity.* After repeated condemnations of ships and cargoes by the Court, on the express ground that THE PAPERS WERE ALL FRAUDULENT, was there not ample room for objecting to the validity of papers sanctioned by the same officers?

The merchants and ship owners of Holland were not slow in discovering the principles on which the connection between Messrs. Claas Taan, of Amsterdam, and G. and B. Van Olst, of Groningen, and Pieter Onne Brouwer, of Embden, were grounded. They discovered that Mr. Van Olst took a moiety of the revenue derived from neutralization, which soon became immense. In one year, Messrs. Van Olst, Brouwer, and Co. received upwards of twenty thousand pounds sterling, for simulated papers for ships only! The Dutch brokers, who were generally employed to get vessels documented, entered into an agreement with the neutralizer, and took a moiety of the profits for the recommendation. From this cause many hundred more vessels were neutralized than might otherwise have been. With the employment afforded by the war in this department, the number of neutralizing establishments increased. But of all the establishments of the kind then or since in being, there was not one which did not derive the WHOLE of its business in ships or cargoes from connections in the belligerent countries; and, horrible to reflect on, there was not one that did not depose, in every case of reclamation, in the most solemn manner, that no belligerent person, their factors or agents, had, directly or indirectly, any right or title therein! We have already stated, that the true owners retained the direction and control over their ships and commerce as much as possible in their own hands, and, on the prosecution of claims of restitution of property captured by British cruisers, they supported those claims by fraud, forgery, perjury, by any and every means in their power, *unchecked by a single prosecution for perjury*. We have stated that Mr. Van Olst purchased a house and burger-right at Embden, but his residence was at Groningen, where his business was carried on, and where his family resided. Had our Admiralty Court paid due attention to the proceedings of this newly-created firm (Van Olst, Brouwer, and Co.), *the deception must have been detected*, for so immense was the amount of property condemned, and so enormous the expense of prosecuting the numerous claims for vessels and cargoes captured by our cruisers, that not the united capitals of any three of the wealthiest firms in Europe could have withstood the pressure of such losses; yet the aggregate of those losses was not equal to the amount of the war premium of insurance on the incalculable property, floating on their names. Their claims were so numerous and diversified, that, sometimes, not having time to plane and dove-tail their proofs into proper order, their perjuries were exposed naked in court. But no serious impediment was ever thrown in the way of such foul doings: *the* WRONGS *of our* NAVY *found no avengers!* their rights were almost unresistingly yielded a prey to the vilest, coarsest, and most palpable perjuries! Thus, by the *ingenious* devise of FALSE PAPERS and FALSE OATHS, were the merchants of Holland and France enabled to carry on their trade, in the midst of war, with nearly all the security of profound peace, and with profits much increased;—for a state of war invariably increases the rates of freights in all the ports of Europe. This pestilential traffic, so fatal to the fortunes of our brave seamen, was hailed by the Embdeners as a newly-discovered mine of gold, of the riches of which every one was anxious to obtain a share. Many Dutch merchants sent clerks there to become burgers, and cover, as neutralizers, the property of their employers. Those deceptions could only have been executed by the wilful delinquency of many of the district judges, who were not ashamed to take bribes in open day, and granted to those strangers false patents or attestations of residence dated previous to the war breaking out. Exclusive of Dutch citizens thus fraudulently domiciled in East Friesland, there were others despatched to Altona and Copenhagen, on the same errand. The brothers, Messrs. Pieter and Cornelius Corver, of Zaandam, sent a *schoolmaster* named Hendrick Van der Berg to become a burger and a neutralizer at Altona. Immense speculations in colonial products, and contraband of war, were carried on under the mask of this *neutral merchant's* name. Mr. Pieter Corver made Altona his residence for nine months in the year, the better to forward his own interests, and those of his wealthy friends. Many of those huge Baltic traders, nearly as large as line-of-battle ships, and purposely built for the Dutch trade with Riga, Narva, and Petersburgh, were neutralized by this house, and the naval depots of Holland were chiefly supplied with naval stores from the operations of this establishment.

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* B. 3. Chap. 7. 8. 14.

Such was the rise and progress of *neutralization* as a traffic, when the peace of 1783 swept away their long catalogues of neutralized ships and cargoes, together with the occupation itself.

(To be continued.)

CORRESPONDENCE.

CAPTAIN HORTON, R.N.

THE Editor has inserted the following letter from Captain Joshua Sydney Horton, R.N. which he is happy to see is to close the altercation respecting the action with the Pallas frigate, an event which had place as long since as 1800.

Captain Horton should consider, that if the gentleman who compiled Captain Newman's biographical memoir followed the authorities placed in his hands by the friends or relatives of the deceased officer, that he discharged his duty: and that Captain Horton has not any injustice to complain of from the N. C. whose columns are "*open to all parties—influenced by none.*"

As to the mistake that exists in the N. C. respecting the first lieutenant of the *Lowestoffe*, in the action with two French frigates,—the insertion of Captain Horton's letter of January last,* was, of itself, the best remedy that the case admitted of: nor is it in the power of the present Editor to account for its having occurred.

MR. EDITOR, *Walmer, July 30th,* 1814.

WHEN I lately addressed you, on the subject of two mis-statements which had appeared in the NAVAL CHRONICLE, and which I was desirous of your rectifying, I never intended to continue the correspondence; and with the documents I now transmit (*viz.* Captain D'Auvergne's official letter, and copy of Fairy's log), which I request you at an early opportunity to insert in your CHRONICLE. *I shall then close the correspondence*, leaving the service to judge upon the merits of the case. Neither was it my intention to detract from the merits of the late Captain Newman; of whom, I should ever join in the opinion, that he was a very meritorious officer. I may, however, be permitted to presume, that like myself, he was liable to err, and on the subject of the *night action* with the La Pallas, I shall ever retain the opinion I have advanced, "of his having withheld from H. M. sloops Fairy and Harpy, the merit due to them, from the moment (3 o'clock, Loire's log) they were seen by La Loire in chase of La Pallas."

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* Vol. XXXI. p. 127.

As the least objectionable mode of proceeding, I obtained a copy of Captain D'Auvergne, Prince of Bouillon's, letter to the Admiralty, on the subject of the action of the two sloops *in the morning* of the 6th February (though by log P.M.) which was never before published. It must completely remove every unfavourable impression which the "*Officer of La Loire's*" observations deduced from Captain D'Epion's alleged assertions might otherwise make: namely, that he "heard him (meaning Captain Epion) repeatedly say he should have *sunk* or *taken* both the sloops, but for discovering *La Loire* and squadron;" and without any reflection on the courage or ability of the commanders, he asserts, "*it is evident he might have done so*, as the Fairy carrying only *6-pounders could not fight*, and sailed so very badly that *it was impossible for her to run away*." This is the first time I ever heard that any vessel of any description was in sight *during any part of the action of the morning;* and I must say, I consider it as *French gasconade*, as from the prisoners belonging to La Pallas, whom I afterwards saw at Liverpool, I was informed she *was very much cut up by the Harpy* in particular, *in the action with the two sloops.*

The merits of the Fairy's conduct I submit to the judgment of the public, but I think there are very few officers in the service who will join the "*Officer of La Loire*" in opinion, "that La Pallas, "*could easily have sunk us both.*" Had Captain Epion *really been of that opinion*, he had not only time sufficient to try the experiment, and after sinking us, he would have been enabled to gain a French port without the *possibility* of La Loire and squadron bringing him to action.

The reliance I placed in the correctness of the officers of the Fairy, by no means authorises my supposition, that they were not liable to mistakes; but I am, nevertheless, in duty bound to give them full credit for their good intentions, and from my own observations, to express my belief that *they were correct* in the remarks made in the log. By La Loire's log it appears, when La Pallas was first seen by that ship at 3 o'clock, *a ship and a brig were in chase of her*, afterwards well known to be the *Fairy and Harpy*, *but no notice* WHATEVER *is taken of it in Captain Newman's letter;* and as the chief merit we claimed arose from our perseverance in endeavouring to renew the action, I could not avoid feeling there was likewise an omission in that instance.

When I waited on Captain Newman, after La Pallas had struck, my chief object was to ascertain his wish respecting *my official letter of the action of the morning*, "to whom I should address it;" when he very handsomely *and properly said*, "I have nothing to do with it—therefore write your own letter to the Prince."—Trusting he would have noticed the conduct of the two sloops after that period as they might have merited, I consequently closed my observations after I had hailed La Loire, and put myself under Captain Newman's orders. The above passed in the presence of Captain Bazely. Respecting the remarks imputed to Lord Proby, as to the partial firing of the two sloops in the *action of the night*, it is decidedly my opinion, from the casual circumstances of *light winds and the currents* under the Seven Islands, that after La Loire had engaged and closed with La Pallas, the *Danae* never was sufficiently near for Lord Proby to have formed a correct judgment of the relative positions of La Pallas, Harpy, and Fairy.

I have ever attributed Captain Newman's omission to a premature conclusion, that *I might* have extended my report to the capture of *La Pallas;* but, knowing as he afterwards did, *that I had not*, it rested with himself to have rectified the omission which I had a right to expect: If I had not been persuaded that any explanation with him as my senior officer, after the steps I had taken at the Admiralty, would have been disapproved by their Lordships; I should, most certainly, have communicated my sentiments and feelings to him, in justice to the officers and ship's company of both sloops.

Captain Bazely has seen all I have stated, and the undermentioned officers then serving on board H. M. sloops Fairy and Harpy, will, I am confident, corroborate the preceding statement. Those officers are—Lieutenant Watson, first lieutenant of the Harpy; Captain Smith, then first lieutenant of the Fairy; Lieutenant Knight, 2d ditto; Mr. Winter, master of ditto; Mr. Hughes, purser, (who took minutes).

I am, Sir, your obedient servant,

Sydney Horton

Late Captain of H. M. S. Fairy.

P.S. Having omitted to notice in La Loire's log, *viz.* ¼ before 1 the enemy struck—*Railleur in company*—Danae, Fairy, and Harpy *in sight*, &c.

Note—Lieutenant Watson, 1st of H. M. S. Harpy, first boarded La Pallas, and carried Captain Epion on board La Loire.—This information I received from Captain Bazely. J. S. H.

(COPY.)

J. Sydney Horton, Capt. R.N.—(Late Fairy.)

SIR, *H. M. S. Brave, Jersey*, 14*th February*, 1800.

I have a very lively satisfaction in transmitting, for their Lordships' information, Captain Horton's report to me, of the address with which he enticed the republican frigate La Pallas from the protection of her own shore, and the gallantry with which him and Captain Bazely, in the Harpy, and their officers and crews, sustained and persevered in the unequal contest with so superior a force.

The distinguished conduct of those officers needs no comment from me to be acceptable to their Lordships; but it is a duty that I fill with pleasure, to state, that they sailed from here well informed of the *weight* and force of the frigate, and apprized of her destination, with the sanguine hopes of meeting her, and the firm resolution of exerting their utmost to produce the fortunate result that, I understand, succeeded in that fine new frigate's having been conducted to an English port.

I have the honour to be, &c.

P. D'Auvergne, Prince of Bouillon.

Evan Nepean, Esq. &c.

Copy of Fairy's Log.

Week Days.	Day of the Month	Winds.	Courses.	Bearings, &c.	*Remarks on board H.M.S. Fairy.*
1800. February.				Cape Frechel, S.E. b. E. 5 or 6 miles.	A.M. Moderate. At 6 weighed and made sail, with H.M S. Harpy in company; made signal to Harpy for a sail S.S.W. and ditto
Wednesday.	5th	N.W.	W.S.W.		to chase 40 minutes past, for ditto being a frigate.
		Variable			P.M. Fresh breezes and cloudy. 20 minutes past 12 tacked, and made signal to prepare for action, &c. and cleared ship for action; at 1 o'clock hoisted our ensign and
		S.S.E.	W.S.W.		pendant,—Harpy close astern; gave her three cheers, and commenced a close action with an enemy's frigate; ¼ before 3, the enemy ceased firing, and made all sail to the northward and east-
		S.W.	N.W.		ward; ¼ after 3, got steering sails set; the enemy hauling to the northward and westward; ¾ past 3, made the Harpy's signal to gain the wind of the ene-
		Variable	W. b. S.		my; at 4 o'clock, 3 sail in sight from the mast-head; made the signal for an enemy, repeating ditto with guns every 5 minutes, as did the Harpy; ¼ past 4, the enemy bore up, and hoisted English colours; 20 minutes past 4, made the preparatory signal
Thursday	6th		N.N W.	At noon, Guernsey S.E. distance 6 leagues.	to engage the enemy; ½ past 4, Rock Douvre N. N. E. 6 or 7 miles; ½ past 5, the chase west; Harpy W. b. S. light breezes at
		S.E. b. S.	S.E.		7 o'clock; 3 sail 4 or 5 miles be-

Week Days.	Day of the Month.	Winds.	Courses.	Bearings, &c.	*Remarks on board H. M. S. Fairy.*
1800. February.					fore the lee beam; at ½ past 8, made the private signal to the ships to leeward, and to one ahead; *not answered*; ½ past 9, tacked; at 9, spoke La Loire, and pointed out the chase to Captain
			W.N.W		Newman, then gun-shot and a half on our weather quarter; ¼ before 10, spoke the Railleur; tacked occasionally; ½ past 11, La Loire and Railleur firing their bow guns at the chase, the enemy having tacked; ½ past 11, getting close in with the Seven Islands. A smart action soon commenced between La Loire and the enemy;
			E. b. N.		*20 minutes before 12, gave the enemy our broadside in passing her, which we repeated on the other*
		S.E.			*tack; observed several guns and 1 howitzer fired from the batteries.* A.M. light variable winds; La Loire at intervals engaging the enemy, as did the Railleur and
			E. b. N		Harpy, occasionally; ½ past 1, the easternmost of the 7 Islands S.S.W. distance 3 miles. Tacked occasionally, working up to La
Thursday	6th				Loire; ½ past 2, the firing ceased, the enemy having struck; hove-to ¼ before 3; hoisted out the cutter, and the captain went on board La Loire; the enemy proved to be the Pallas French frigate, 46 guns, out of St. Ma-
			E.N.E.		loes, 380 men; moderate breezes and cloudy; killed and wounded in the above action—4 seamen killed; captain, purser, and 7 seamen, wounded; ½ past 7, filled, and made sail from the squadron; At 10, saw the Danae frigate board a sloop to the westward; ½ past she made the signal that the chase was an enemy; at noon, fresh breezes and cloudy; H. M. sloop Harpy in company.
1800 February. Friday	7th	S.E. S.E.b.E.	N.E.b.E S.W.b.S W.N.W	The Bolthead N. E. distant 3 or 4 miles.	P M. Strong breezes and cloudy: ½ past 4, made the private signal to Harpy. A. M. ditto weather; at 7, made the numeral signal to Harpy, No. 76; answered ¼ past; bore up at 8, a dogger in sight; at 10, the Start Point N.E. distance 3 leagues.

J. Sydney Horton,
Captain.

MR. EDITOR, *8th June*, 1814.

IN a former letter, I suggested the propriety of gradually doing away the cruel and unrelenting system of impressment, which, next to the abolition of the Slave Trade (now so happily accomplished, so far as Great Britain is concerned) ought to be the favourite, as it would be one of the noblest pursuits and achievements of philanthropy. Happily, we are once more at peace with Europe; with America *only* we now are at war; and the portion of our navy required to cope with her cannot be very great. I should suppose a sixth part might be fully adequate, and of course a great proportion will soon be paid off; when our own prisoners are received, and the French restored, which will very soon be accomplished. Taking it for granted, then, that every person bred a seaman should be called on to serve for a certain number of years in his Majesty's navy (not exceeding ten years, and if possible seven, except with his own consent), and granting all who have served the appointed time their discharge, when it expires, on its being demanded, I cannot but think the hardship of the service (which is I believe in general underrated) would be very much diminished, and the necessity of impressment (except of riotous disorderly characters) might be done away at first gradually, and very soon altogether. The present is an excellent opportunity of commencing and trying this system; let every seaman belonging to ships now paying off, who has served the term, say seven or ten years, be offered his discharge, certifying, that he will not again be required, except he chooses to enter, to serve in the royal navy. If government wish to retain the most valuable men, worthy of reward, let them be allowed a certain yearly pension, and when war again breaks out, they must be at the disposal of their country, and let others be employed in guard-ships.

When ships are paid off, let all who have not served the term of seven or ten years, be turned over to other ships requiring men, to complete the remainder of the time; and as soon as it can be done, let all the men be sent home from foreign stations, who wish to be discharged, after serving the term of years before-mentioned. To give effect to this plan, no less simple than I think it would be efficacious, let an act of Parliament be introduced, by which every apprentice to merchant ships binds himself by his indenture not only to serve the master or owners of the ship he goes to sea in, but if called on by his Majesty in case of war, or any other cause, he binds himself also to serve faithfully and honestly, for the space of seven or ten years.

Thus every person going to sea will know that he must serve in the royal navy for a certain time, and will learn to calculate as much on that service, as on his first apprenticeship; but I conceive that in every case a bounty ought to be allowed, and that after seven years service, an increase of pay ought to take place, according to the rank they are serving in then, or may afterwards attain.

To prevent confusion and imposition with the certificates granted by the Board of Admiralty to persons empowered to discharge seamen, it may perhaps be necessary to allow them to be deposited with the different collectors of the Customs, and the men producing *their* attestation, describing his person, services, &c. to be allowed to pass free. The above plan would certainly not supersede the necessity of employing regulating officers at the different ports; but it would do away the odium, and in a multitude of cases the cruelty and grievous oppression of a system, which a war of twenty years could not fail to render fruitful only of misery and horror—for of late years it has produced *few men*, and still fewer *seamen*.

Thus far relating to the seamen. I must, before I conclude, say how happy I am to see it stated in the papers, I hope on good authority, that the promotions in the navy are now to be assimilated to those of the army, and their rank regularly to go on, after a certain time of active service, we shall not again therefore see so many brave and deserving, although friendless, commanders and lieutenants, left for years at the head of their respective lists. The half-pay is also to be increased, and I trust, amidst so many objects which require his consideration, the First Lord will do something for the midshipmen, whose case will be singularly hard, if some plan is not devised for their being continued in the service, and employed actively. I long to see Æolus's letters again gracing your columns.

The new Navy Lists do not contain any account of the station or service the ships are employed in: this is a great omission, and ought to be rectified.

Nestor.

MR. EDITOR, *Dover*, 16 *July*.

I HAND you a document which I have extracted from an American newspaper, entituled, the *New-England Palladium*, as being of sufficient importance and interest to be made public in this country through the medium of the Naval Chronicle.

S.

OFFICIAL.

SIR, *Navy-Department*, *March* 4, 1814.

Agreeably to your intimation, I have the honour to transmit herewith a list of the ships and vessels of the navy of the United States, with the rate, station, and name of the commander of each.

I have the honour to be, very respectfully, Sir,
Your obedient servant,

W. Jones.

HON. JOHN GAILLARD, *Chairman*
of the Naval Committee of the Senate.

List of the Naval Force of the United States.

———, 74, building at Portsmouth, N. H.
———, 74, building, at Charlestown, Mass.
———, 74, building at Philadelphia.

President, 44, New-York, John Rodgers, captain. [Now Decatur.]
United States, 44, New-London.
Constitution, 44, Charles Stewart, captain.
Guerriere, 44, building at Philadelphia, Rodgers.
Java, 44, building at Baltimore.
Columbia, 44, building at Washington.
Constellation, 36, Norfolk, under sailing orders, Charles Gordon, captain.
Congress, 36, Portsmouth, N. H. fitting, John Smith, captain.
Macedonian, 36, New-London, Jacob Jones, captain.
Essex, 32, cruising, David Porter, captain.
Adams corvette, 24, cruising, Charles Morris, captain.
John Adams, do. 24, cartel to Gottenburg, Samuel Angus, master, commandant.
Alert sloop, 18, New-York, guard-ship.
Hornet, do. 18, New-London, James Biddle, captain.
Wasp, do. 18, Portsmouth, N. H. under sailing orders, Johnston Blakely, master-commandant. [Has sailed.]
Frolic, do. 18, Joseph Bainbridge, master-commandant. [Since taken.]
Peacock, do. 18, New-York, under sailing orders, Lewis Warrington, master-com. [Now at Savannah from her first cruise.]
Erie, do. 18, Baltimore, ready for sea, Charles C. Ridgely, master-commandant.
Ontario, do. 18, Baltimore, Robert T. Spence, master-commandant.
Argus, do. 18, Washington, fitting for sea.
Louisiana, do. 16, New-Orleans, D. T. Peterson, mast. com. commanding officer.
Essex Junior, do. 16, cruising, John Downs, master-commandant.
Greenwich, do. 16, cruising.
Etna bomb brig, New-Orleans.
Troup brig, 16, Savannah, guardship.
Syren, do. 10, cruising, G. Parker, master-commandant.
Rattlesnake, do. 14, James Renshawe, lieut.-commandant.
Enterprize, do. 14.
Carolina schr. 14, Charleston, (S. C.) J. D. Henley, mast. com.
Nonsuch brig, 13, Charleston, (S. C.) Lawrence Kearney, lt.-com.

United States' Naval Force, on the Lakes.

General Pike ship, 24 guns, Lake Ontario, Isaac Chauncey, commodore.
Madison ship, 20 guns, Ontario, W. M. Crane, mast. com.
Oneida brig, 16, Ontario, Thomas Brown, lieut.-com.
Sylph schooner, 14 do. M. C. Woolsey, mast.-com.
Gov. Tompkins schr. 6 do. St. Clair, Elliott, midshipman com.
Hamilton schr. 8, Ontario.
Growler schr. 5 do. *(Sunk at Oswego.)*
Pert schr. 3 do. Samuel W. Adams, lieut.-com.
Conquest schr. 3 do. Henry Wells, lieut.-com.
Fair American schr. 2 do. Wolcott Chauncey, lieut.-com.
Ontario schr. 2 do. John Stevens, sailing mast.

A[illegible] schr. 2 do. Philander A. Jones, lieut.-com.

Julia schr. 2 do.

Elizabeth schr. 2 do.

Lady of the Lake schr. 1 do. M. P. Mix, sailing mast.

Mary bomb, do.

Lawrence brig, 18, Lake Erie, Jesse D. Elliott, M.C. commanding officer.

Niagara brig, 18 do.

Queen Charlotte	ship,	20	Erie,	Captured from the enemy.
Detroit	do.	do.	do.	
Hunter	brig,	10	do.	
Lady Prevost,	sloop,	12	do.	
Caledonia brig,		2,	do.	
Ariel schooner,		4,	do.	
Somers, do.		2,	do.	
Scorpion, do.		2,	do.	
Porcupine, do.		1,	do.	
Tygress, do.		1,	do.	

President sloop, 8, Lake Champlain, Thos. Macdonough, M. C. commanding officer.

Montgomery sloop, 8, Lake Champlain.

Com. Preble, do. 8, do.

Gun-Boats, Barges, &c.

New-Orleans, 6 gun-boats, 5 barges building—schooners, Flying Fish, Sea Horse—sloop Tickler.

Georgia, 5 gun-boats, 6 barges building.

Charleston, S. C. 2 gun-boats, 6 barges equipped, 6 do. building—schooner Alligator.

Wilmington, N. C. 6 gun-boats, 1 barge equipped, and 6 building, Thomas N. Gautier, acting lieutenant, commanding officer.

Norfolk, 23 gun-boats, 1 barge equipped, 10 building, 1 bomb, Joseph Tarbell, captain com.

Potomac, 3 gun-boats, 3 barges equipped, 1 building—schooners Scorpion, Hornet, cutter Asp.

Baltimore, 1 gun-boat, 13 barges equipped, 10 building, 1 pilot-boat.

Delaware, 19 gun-boats, 6 barges equipped, 2 block sloops and a schooner.

New-York, 38 gun-boats.

Lake Champlain, 2 gun-boats, 2 barges equipped, 15 building.

New London,	2 gun-boats.
Newport, R. I.	7 do.
New-Bedford,	2 do.
Boston,	2 do.
Newburyport	2 do.
Portsmouth, N.H.	6 do.

Navy Department, March 4, 1814. *William Jones.*

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* We have more force near Lakes Champlain and Ontario, than is stated above. For we have ship Superior 60; and brigs Jefferson and Jones, 18, on the latter.

Great Cry and Little Wool.

MR. EDITOR, *Porchester, 12th June, 1814.*

AFTER the promises made in both Houses of Parliament, and the expressed sentiments of Lord Liverpool in the House of Lords, and the Chancellor of the Exchequer in the House of Commons, of the intended liberality of government, and their wish "*to see the officers of the navy comfortably provided for,*" they have, in their munificent liberality, at last introduced an augmentation of the half pay, namely—to admirals, captains, and commanders, *half a crown* per day; and the lieutenants about *eighteen-pence.* And this is termed liberality—generosity—fulfilling the promises of ministers, that the officers "*should be made comfortable!*" I recollect, on the question for an allowance to the family of the much-lamented Mr. Spencer Perceval, that some gentleman in the House of Commons affirmed *it was impossible* FOR A GENTLEMAN *to live on less than a thousand pounds per annum:* and ministers seem to adhere to the harsh censure said to have been once passed on the officers of the navy by a very great personage—namely— that "*there were only* THREE *perfect gentlemen in the naval service,*" by not allowing any of them, except the admiral of the fleet, that sum! and the remainder according to *their station,* that is, their approach towards *gentility*—of two thirds—one half—one fifth—and *one-tenth.* If hopes had not been raised in the minds of the protectors of their country, this *pitiful* addition to their pay might have escaped without comment. What would either of those gentlemen have said if *such* an addition had been proposed to their salaries, were they admirals or post captains? With a wife and two young children, I am unable to subsist—I know not how to keep outside a prison: nor can I increase it. Were it not for the imputation to which the act might give rise, I, for one, would advise declining to accept it—make the paltry gift a return to the country—and still exist in "*honourable poverty*" rather than precarious mendicity. Could they not, from their untold thousands, have granted what justice required—namely, a sufficiency of the present value of money to render it equivalent to the purchase of the *same quantity* of provisions at present as the half-pay was competent to procure a century since? This is all we ever desired—any thing short of that is injustice—and this would render us comfortable, if not affluent.........have well calculated on the poverty of that body of men they thus dared to insult—and may they bear the odium of such disgrace, even beyond the grave. From the promises of ministers, I believe every impartial man in the kingdom anticipated a much more gratifying result. Whether it would have been a great addition or not to the burthens of the country, would it have been more than justice required to have allowed the admirals 800*l.*—vice-admirals, 700*l.*—rear-admirals, 600*l.*—and captains in the proportion of from 5 to 300*l.* giving the juniors the latter sum and the seniors the former? Or, what would have been most just—to have taken one third of the number on the post list for the first sum—one third for the second—and the remainder for the third. Commanders ought not to have less than

200*l.* up to 300*l.* lieutenants in the same proportion, from 200*l.* downwards to 130*l.* liable to increase where he is encumbered with a *numerous family*; next to these should have come *passed midshipmen*, or rather, they should be made. This measure, founded on justice, not on liberality, would have given general satisfaction, instead of the present general disgust. If the country at large has been indebted for its safety to the navy, what does the mercantile interest owe thereto? *In a word, their all.* Would our ship-owners murmer if, for the reward of naval services, from the admiral downwards to the foremast-man, the petty duty of *one penny* per ton per annum were laid on British shipping of one hundred tons burthen and upwards? And this would provide a fund for the additional pay. An officer might then partake of the comforts of domestic life without the horrors of extreme penury, which is so far from being the case at present, that I do not think there is any class of society which suffers so much misery and indignity as the half-pay officer, having a family to support—and no source of subsistence but his pay. He would not then be doomed to see the life of the woman of his choice pine away in want and care, amidst a starving and half-naked progeny. They might then give them food—decent apparel—a common education—and fit them for life almost as well as a tradesman in middling circumstances. I affirm, that there is not a country in the world where officers are not *better paid* than in ours. Surely, some honest and independent man will rise up in the House of Commons, and press upon ministers the *inefficiency* of the recent increase. What will become of our half-pay officers and old passed midshipmen, God only knows: but it is to be feared the naval service will be exposed to disgrace, and society to injury, from the unyielding penury which refuses what is due for services had and received by the country.

J.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

BRITAIN.

FRITH OF FORTH.

IT was formerly conjectured that the foundation of a conical stone beacon might be laid on the Car Rock * in the course of the autumn; but this proved impracticable. So low does this dangerous rock lie in the water, and so generally is there a swell in the sea at Fife-ness, that, during the entire summer and autumn of 1813, the workmen were not able to employ, in all, more than twenty hours labour on the rock, although every opportunity during spring tides was seized with the utmost zeal. All that was accomplished in the beginning of November last, was the clearing out and levelling of a considerable part of the foundation, with the pick and chisel, when the operations were necessarily abandoned for the winter.

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* N. C. xxx, 490,

Upon returning lately to the rock, in order to re-commence operations, it was matter of no slight surprise to find the surface again as completely covered with sea-weeds as ever it was, although little more than six months had elapsed since the work had been left off, when the rock was destitute of weed. In particular, it was observed that many newly-produced specimens of *fucus esculentus* (baderlocks or henware), measured six feet in length, and were furnished with the small appendages at the base, or pinæ, which at maturity contain the seeds of the plants, and which are eaten by the country people in the north of Scotland under the names of keys and myrkles. LIGHTFOOT mentions four feet as the ordinary length of this *fucus*, but adds, that it sometimes reaches nine feet. Those at the Carrock, therefore, were nearly full-sized.—The common tangle *(fucus digitatus)* was generally only about two feet long; but this species, when fully grown, seldom exceeds three or four feet. The specimens here alluded to were examined on the spot, by Mr. STEVENSON, engineer, so that the accuracy of the statement may be depended on; and, what is very remarkable, they were taken from that part of the rock which had been dressed off with the pick and chisel last autumn.

It has now become sufficiently evident that the erecting of this stone beacon on the Car will prove a most arduous and costly undertaking; and it occurred to the Engineer to the Commissioners for Northern Lights, to be matter of regret that so much labour and expense should be bestowed on a building which could only be fully useful to shipping in clear weather, and in the day-time. He was thus led to an ingenious device to produce the continual tolling of an alarm bell upon the beacon, to forewarn the mariner of his danger during night or in hazy weather. We have seen at Mr. STEVENSON's office, the model of a machine (made, under his directions, by Mr. CLARK, clockmaker of this city), which is calculated to keep the hammers of a bell at the top of the building in constant motion by means of the rise of the tide; the water being admitted by a small aperture into an interior hollow or reservoir in the building. We cannot here pretend to give any minute description of this curious machine. All that we know is, that by means of a float raised by the perpendicular impulse of the tide, a train of wheels is put in motion, which lifts a number of hammers, and these strike a bell supported above the machinery; while at the same time a weight is elevated, the descent of which, during the ebbing of the tide, turns another set of wheels, which also operate on the hammers of the bell. The water being admitted by a small pipe or aperture, it is evident that no damage is to be apprehended to the building, and that the regularity of the rise and fall of the water within, will scarcely be at all affected by the raging of a storm without. We believe that this application of the perpendicular rise of the waters of the ocean in mechanics is new; and we are glad to understand that it is Mr. STEVENSON's intention to follow out the idea, by applying the principle to a certain extent to machinery in general. It is evident that great use may be made of so constant and regular a power, in all situations where the rise of the tide is considerable.—*(Edinburgh Paper).*

AFRICA.

EASTERN OCEAN.

The Seychelle isles* form a numerous group on an extensive bank of coral and white sand;† they are moderately elevated, and in general rocky, but almost entirely covered with wood. On Mahé, the largest island, is the chief establishment of the French, consisting of about 30 Creole families, mostly emigrants from the isle of Bourbon, who, when revolutionary rage was sweeping before it every social and moral tye, sought and have found tranquility amongst the solitude of these rocks. Scarcely known to European France, and entirely neglected by the government of the Mauritius, they have formed a social compact for themselves, and have elected an antient military officer as their chief. A few families have also established themselves on Praslin, the second in size of the group; the whole of the whites (in 1800) being above 250 souls, with 1200 negro slaves. The industry of the colonists is conspicuous in their comfortable habitations, and in the large spots of ground cleared and cultivated; the chief vegetable productions are, Indian corn, sweet potatoes, manioc, sugar cane, and a little rice; which, together with the common fruits of the tropics, afford an abundance of vegetable food. Some cotton has been already exported from the island to Bombay, and the cinnamon, clove, and nutmeg plant are also found to thrive; the two latter in particular may be expected to succeed perfectly, the soil and climate being entirely similar to those of the Banda islands. The horned cattle do not exceed 100 head; and poultry is still very scarce; so that the only fresh provisions a ship can depend on procuring for her *whole* crew, are fish, which is in the greatest abundance, and land and sea turtle; the green sea turtle only come on shore to deposit their eggs from June to August, but the land turtle or tortoise is found at all times in the woods; they weigh as far as 200 *lb.*; and though very inferior to the green turtle, their flesh is both palatable and wholesome. The islands have no indigenous quadruped, nor any kind of venomous reptile, and even they are said to be free from that plague of warm climates, the musquito. The heat of the day is tempered by almost constant fresh breezes, and even when the sun is vertical, the general haziness of the atmosphere, caused by the strong evaporation from the sea, greatly diminishes the ardour of his beams. The nights are delightfully cool and refreshing. Mahé has an excellent road, formed by the little island St. Anne on the N.E.; and close to the beach of the main island, is an inner road or basin, within several banks, forming a safe harbour for three or four moderate sized vessels, who may make fast one cable to the shore.

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* Seychelles:—Naval Chronicle, vol. xxvi, p. 477.—Horsburgh: i, 126.

† This bank we found to extend considerably farther to the east than it is laid down in the charts we had on board. After striking soundings in 25 fathoms, which is probably considerably within the edge, we ran N. 62° W. 105 miles to the isle of Mahé; so that the extent of the bank may be estimated at least 40 leagues to the east of that island. The latitude of the Braave's anchorage was 4° 37′ S.

The colonists seem to be in general persons of education, who find in the enjoyment of tranquility, and in their rural and domestic occupations, a compensation for the absense of most of the luxuries of life, and the almost total deprivation of what are generally esteemed its pleasures. While the Braave* lay here, the Chief treated the officers with a *dejeuner à la fourchette*, composed of fish (particularly excellent oysters), fowls, and fruits, and the want of more luxurious viands to tempt the languid appetite, as well as of plate, china-ware, and glass, to gratify the eye, was more than compensated by the presence of half a dozen beautiful young women, the bloom of whose cheeks we were at first inclined to believe not altogether of nature's manufactory; so little were we accustomed to the roses in India; the varying blush, however, as we paid our compliments to them, made *us* blush for our injustice; and the parting kiss, the neglect of which would have been deemed at least unkind, if not uncivil, cleared up every doubt.

J. H. T.

ASIA.

SUMATRA.

Sir Joseph Senhouse presents his compliments to the Hydrographer of the Naval Chronicle, and observes, that the Hydrographer has (through mistake probably) set down an anchoring place in his chart of Croee,† (published January 1814) on the western coast of *Poolo*-Pesang;‡ which is where the surveyor, in the Middlesex's boat (1768), had nearly been lost in a tremendous surf.

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* The Braave found here the french ship Surprise, on board which was the embassy from Tippoo-Sultaan to the french government. The ambassadors concealed themselves in the woods, and eluded the parties sent in search of them, until I at length traced them out, and discovered their baggage concealed in a shed, the loss of which induced them to surrender, on the express condition that the persons of the native ambassadors should be held sacred from search; which having guaranteed in writing, General du Buc, the two Chiefs, and their suite, immediately appeared, delivered me their swords, and were conveyed on board the Braave; the papers found with them fully developed the hostile designs of Tippoo against the British in India, and entirely justified the war which, in a single short campaign, put an end to the tyrant's life, and restored the Mysoor to its legitimate sovereign.

† Croee:—Naval Chronicle: xxviii, 70, 130; xxix, 224; xxxi, 57.—Horsburgh: ii, 76.

‡ The anchorages on the N.E. and S.W. sides of Pesang (particularly the latter, criticised by this correspondent) were inserted in our chart of Croee bay upon the authority of Mr. Mackellar, R.N. master of H.M.S. Belliqueux, sanctioned by that of his commander, Captain Byng, now Lord Viscount Torrington.

PLATE CCCCXXI.

QUARANTINE ISLAND is situated on the right hand side of Port Mahon, near the entrance, and opposite to the town of St. Carlos (improperly called by the English, George-Town). The building on the Island contains apartments for the accommodation of persons coming from places liable to the plague, or other contagious diseases, and warehouses to receive goods. Vessels anchor near the island while performing quarantine. Mahon has generally been estimated in the navy to be situated in longitude 3° 46′ E. from Greenwich. Fort St. Philip is placed by BASTIEN (*Dictionnaire geographique*; 1795) in 21° 18′ 30″ from Fierro =3° 8′ 45″ from Greenwich. According to the joint authority of the French mathematicians, BUACHE and DELAMBRE, Cape Mola de Mahon is in latitude 39° 51′ 10″ N. longitude (from Greenwich) 4° 25′ 28″ E. According to French observations adopted in DE LA ROCHETTE's topographical map of Minorca (1780), there is 15 m. 35 s. difference of time betwen Fort St. Philip and London. ARROWSMITH (1810) makes it 4° 15′ E. from Greenwich; while the mean of a month's set of observations on board H.M.S. Fame, 1809-10, communicated to the writer by an officer of that ship, gives 4° 24′ 30″ for the longitude of the customary anchorage for ships of war in Port-Mahon.

MALHAM's *Naval Gazetteer* gives the following description of this place:—The bay or port of Mahon, in the island of Minorca, is situated at the eastern end, and forms the entrance to the town of Mahon (usually pronounced *Ma-on*). It extends so far inland in a N.Westerly direction, as to divide this part of the island into two narrow peninsulas; and including the harbour belonging to the town, is capable of containing a very large fleet of ships in perfect security from tempests, and from the attacks of an enemy; the entrance being well defended by art. Mahon, on the S. side of the bay, towards the head of it, is built on an elevated situation, the ascent from the harbour being steep; so that it consequently commands an extensive prospect, and enjoys pure air. At the foot of the hill on which the town stands is a fine wharf; the W. end of which, when in possession of the English, was appropriated for careening and repairing ships of war. The depth of water is such, that those of the largest rate can come up to the quay. The narrowest part of the entrance into the harbour is only 90 fathoms; but about a mile below Mahon, at English-cove (the navy watering-place), it is a mile over; this being nearly the broadest part. Bloody island is about half a mile lower, having Golgotha island on its N.W. and both of them lying nearly in the middle of the channel; but the deepest water is on the S.W. side. Oyster-cove is on the same shore, almost opposite to Bloody island, and facing the N.E. where the Spaniards dive for oysters in 10 or 12 fathoms, and disengage them from the rocks by a hammer. Lower down is Quarantine-island [the subject of the annexed plate], perhaps the same that is called by some Flat island, which is somewhat nearer to the N.-shore, but at a moderate distance from it, with an open channel between it and the main-land The town of Mahon is in latitude 39° 51′ N. longitude 3° 48′ E. To sail into Mahon from the S. ships must pass the island called Laire-de-Mahon to the eastward of it, the sound between it and the main island being dangerous for vessels of burthen, on account of its sholes and foul ground, although about 2 miles over; and must keep a sufficient offing until the high cliff of Mount-Toro, up in the land, nearly in the direction of the harbour, comes to bear with the middle of the same. This will be nearly at N.W. with which course a ship may run up to Bloody island; but must avoid the two rocky or sandy points of Sandy bay, or Philippet cove, on the starboard, and must keep the mid-channel nearly, as there is only 3 and 2 fathoms near to the southern shore, quite through the first narrow. St. Stephen's cove is without the S. point of fort St. Philip, and goes in due W. Philippet cove is between the double point or N. entrance, in the direction of N. This must be particularly attended to by strangers, as they can only go safe into the proper harbour by a N. W. course, and with the mark of Mount-Toro already mentioned. There is also an opening N.E. of fort Philippet, nearly W.S.W from the *atalaya* (signal-house or watch-tower) of Cape Mola; and the preceding directions are the more necessary, as this opening has sometimes been fatally mistaken for Port Mahon.

For farther particulars relating to this island and place, the reader may consult the Naval Chronicle, vol. i, 77; ii, 125, 320.

S.

ON OUR MARITIME RIGHTS AND THE AMERICAN QUESTION.

BY THE EDITOR.

> "*Justice is itself the great standing policy of civil society, and any eminent departure from it,* UNDER ANY CIRCUMSTANCES, *lies under the suspicion of being no policy at all.*" BURKE.

> "*It would be ridiculous to go back to the records of other times to instruct us how to manage what* THEY NEVER ENABLED US TO FORESEE." *Idem.*

THE approaching assemblage of a GENERAL CONGRESS to be held at Vienna, wherein the great question of Maritime Rights will, probably, be investigated—and also the discussions that are about to commence at Ghent between the agents appointed by the government of Great Britain and those of the United States of America, render it a duty in the Editor to call the serious attention of his readers to those grand national topics.

No rational and well-informed person can deny that what is called "THE LAW OF NATIONS" is but a sort of visionary code, extremely ill defined! Each great maritime state assuming the liberty of construing its doctrines as suits it own selfish views—depending less upon the equity of their motives for justification, than upon their force in arms. The United States of America, whose population is rapidly overtaking that of her mother country, sprung up into political existence long subsequent to the formation of that beautiful code; and, using the same language with Great Britain, her seamen and merchants are perpetually liable to be considered and treated as Britons—thence it is INDISPENSABLY REQUISITE that the whole of the question should be fairly examined at the ensuing General Congress, and the contested points relative to *expatriation*, *domiciliation*, and *impressment* from American vessels, radically and definitively adjusted.

With regard to what are called our *Maritime Rights*, they also require to be more strictly defined and sparingly exercised. The more we contract and concentrate our pretensions, the less will be the repugnance of our allies to recognise them—and the less the danger in any future war, of seeing our allies forsake our standard, and range their strength by the side of our foes.

"THE SOVEREIGNTY OF THE SEAS" is with us a popular toast, but our rulers have never yet, and never will, set up so wild a usurpation; we claim the *sovereignty* of the Narrow Seas, as the Venetians did of the Adriatic, and the Danes of the Sound. The ocean is the common highway of nations, and cannot become the dominion of any one power—no British statesman ever has, or ever will, deny this axiom; nor shall we, at the impending congress, assume any other rights upon the ocean than those which we acknowledge to belong to the pettiest of all the maritime states; nor have we nor shall we make pretension to exercise any kind of jurisdiction over the ships, mariners, or merchants of any neutral state, to which our own ships of war or commerce would not submit, were the case to be inverted—and Great Britain the neutral, and the neutral the belligerent state. The spirit and essence of the law of nations teach us to do unto others as we would they should do unto us, and to abstain from inflicting upon another any act of power to which we would not ourselves submit from them. But, until the whole of the maritime states shall have sent their ministers to a general congress, and have given their assent to a general code, there will be nothing in existence that can fairly lay claim to that august appellation. The LAW OF NATIONS is yet to be formed by the legal representatives of nations in congress assembled, whose legislation, like the air we breathe, or the sun that vivifies, should equally impart its blessings to all within its reach, and the due observance of which should be guaranteed by every state.

That proportion of public law which Europe has possessed and acted upon for a *couple of centuries* past, has greatly mitigated the ferocity of war. In former ages the person of the captive was the *property* of the conqueror, who put him to death—sold him to slavery—or held him for ransom, as he pleased. As recently as the reign of Charles the Ist. *prisoners of war were condemned to the gallies!*—A cruelty which no power would now dare to exercise,—and this great change has been brought about by the existent LAW OF NATIONS—imperfect and unfinished as it is.

In the naval wars of past ages the victors did almost as they pleased with the ships, persons, and property of the captured. Violence of every kind was too commonly committed—neutral ships were frequently plundered and the officers and passengers murdered. The state papers of the 15th and 16th centuries, abound with evidence of these melancholy facts. The atrocities committed by ships of war at that period were, probably, but little inferior to the excesses which, we read, have been perpetrated by the savage *Buccaneers.*

How greatly, then, are we indebted to Grotius, Heinaccius, Puffendorf, Vattel, and others of those great luminaries, to whose wisdom and benevolence we are indebted for the present code—imperfect and unfinished as it is—since it is to the mild influence of their definition of PUBLIC LAW that the ships, property, and persons of neutrals enjoy a state of comparative security amidst the rage of war. It is to their tenets that richly laden neutral ships may fearlessly sail through the midst of martial fleets, filled with fierce spirits, ripe for combat, and eager for plunder. It was their wisdom which ordained that the commander of a ship of war should, *at his own risk,* stop a neutral on the seas, but left upon the neutral the duty of proving his own neutrality. It compelled the belligerent to send the captured ship—with hatches unbroken and packages untouched, into the first *safe, near,* and *convenient* port; and it prescribed that the question as to the neutrality of the ship and property, or the legality of the voyage, should be tried—not by the *local law* of the prince or state into whose port the captured ship should be carried, but according to the *mildest construction* of the general law of nations, or to the articles of particular treaties then existing. It also provided, that, in case the ship's documents, and the depositions of the witnesses examined on certain standing interrogatories (which were framed in the spirit of equity, and intended to elicit the truth), established the neutrality of the ship and cargo, that the neutral should be fully indemnified in all manner of loss occasioned by his detention; for which purpose, as soon as his examinations were over, the master was entitled to enter his solemn protest against the captors; and it ordained that no part of the cargo should be wasted, nor the crew imprisoned; but the whole remain entire and unmolested until the case should have been pronounced upon by the competent authorities.

Such is the benevolent tendency of what is improperly called THE LAW OF NATIONS; of which the spirit and meaning were so finely illustrated in one of the leading Swedish convoy cases,* wherein the presiding judge pronounced, that in his decision he should *not consider* of British or Swedish laws or interests, but fairly and impartially try the case by those principles of maritime jurisprudence laid down in the LAW OF NATIONS—being impressed with the same feelings, *and regulated by the same principles of jurisprudence*—and should pronounce the same decision indifferently, whether he sat in Stockholm or London! Such *were* the tenets professed by the Right Honourable Sir William Scott, and such is the immutable spirit of that benevolent code!

But, alas! how has this proud boast of judicial independence been borne out by the test of time and the evidence of facts? Let us look for an answer to that mournful sepulchre of our American commerce—to that monument of political injustice—the recent *Orders in Council.* We shall thereby perceive that, so far from abiding by those sublime principles contained in the law of nations, we proclaimed to all Europe, that, if the enemy were to decree that he would not acknowledge any vessel as an American vessel unless her sides were painted black and yellow, we, by *way of retaliation*, would give effect to the proclamation of a minister,[*] and condemn, as good and lawful prize, any American ships that might be so decorated, indifferent whether they were or were not American property, and engaged in legitimate American commerce. Thus, by *dip of ink*, was abrogated the law of nations, the trade of neutrals, and half the world declared in a state of blockade! As the "*Orders in Council*", whilst in existence, constituted a part of the law of the land, there is no just cause to find fault with the conduct of the judge, who conceived himself bound to support the acts of the crown. I do not question the *legality* of condemnations emanating from those proclamations—but I ask, what becomes of that *ubiquity* of principle laid down with so much solemnity, as a point of honour, in the Swedish convoy cases?

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* The Maria, Paulsen, master. *Vide* Robinson's Reports, Vol. I. p. 250.

I adduce these striking facts to prove the necessity of a total revision of, and a new conformation of, the elementary principles, called "THE LAW OF NATIONS." In the construction put upon that law, as it now stands, we are continually at variance with ourselves, and with every principle of moral justice. We have enacted undefinable blockades—we have debarred all neutral ships from trading with extensive coasts—*and we have admitted the enemy* to trade, under the unconstitutional and illegal application of licenses, with those ports and coasts whence we had excluded all neutral ships, and which we had declared to be in a state of strict blockade! The *right of blockade* is that with which we can never part, and long remain the preponderating naval power. It is one of the great weapons of a maritime state, but which we ought to wield with moderation and dignity, and in strict conformity with the law of nations. Unfortunately, the great belligerent powers differ widely as to that which is required to form a *state of naval blockade*; we contending that a sufficient naval force *actually present*, and competent to render ingress or regress highly dangerous, after due notice, constitutes a naval blockade—others, on the contrary, insist that the blockade must be complete both by *land* and *water*. In the blockade of the Elbe and the coast thence to Brest, in 1806, we construed the will for the deed, and formed a *paper blockade*; which innovation led the way to the blockade of the British islands, and the continental system! This obscurity of definition of blockade, in the present code, it is to be hoped, will be remedied at the ensuing congress.

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[*] The author of the American Question, or the Dispute with America, 1812, p. 47, affirms, that Sir James Mackintosh, in deciding on a capture that was seized —not for any violation of a neutral character, but because she came within the scope of the *Orders in Council*, acquitted a ship at Bengal, declaring, without hesitation, that *he was* BOUND TO ADMINISTER THE LAW OF NATIONS *without regard to any decree that came in contravention to it.*

In the partial definition I have given of the LAW OF NATIONS, as it now exists, I have stated that captors are obliged to accredit *genuine* sea-letters, passes, certificates, and registers of neutral ships, and if the evidence of the ship's documents be supported by the oaths of the master and witnesses examined, that the property is to be considered as neutral, and the owners entitled to a full indemnification. In the letter to the KING of PRUSSIA, to which I refer,[*] it will be seen, that, since the period when those liberal and just principles were established, *the neutral*, in recent wars, has encroached upon the rights of the preponderating naval power to an extent which would be deemed incredible, were it capable of the plainest possible demonstration. Yet, whilst the neutral merchant thus shamefully abused his neutral character, and by every act of aggression, withdrew a portion of the enemy's property from the danger of naval capture—the practice of our courts of prize remained unchanged; and the same credit has been given now that oaths are laughed to scorn by neutral claimants and ship-masters, as when, in the infancy of commerce, a forsworn man would have been shunned as a moral pestilence. Vattel[†] expressly declares, that a belligerent *may object* to documents, the validity of which he has reason to suspect. It would be inconsistent with justice and with common sense, were it otherwise. Whilst our navy has been robbed of untold millions by this abhorrent system—the members of our prize-tribunals have been accumulating princely fortunes. The documents mentioned in the letter to the King of Prussia, are already transmitted to that monarch; and, if our government should not take any measures to protect our suffering and impoverished navy from future similar depredations, there is a fair chance that Frederick William will purge his courts of those base judges, who, from motives of the foulest avarice, have tolerated *judicial frauds and perjuries!*

In the "*Picture of Embden,*" given in the supplement to the life of Captain Dalyell,[‡] will be found a correct and original narrative of the rise and progress of the system of false papers and false oaths: a narrative that is at the present moment worthy the careful perusal of every statesman and publicist in Europe.—Nor have those crimes been confined to foreign merchants only; for it can be proved that British ship-owners and merchants have not only imitated, but almost gone beyond their foreign prototypes,—encouraging the forgery of American ships' papers, clothing, to promote his avarice, our own seamen with an assumed American character—and plunging them headlong into the gulph of perjury.—It is probable, that the American war itself has been in part produced by those crimes; whilst the disregard of the sanctity due to oaths, and the prevalence of perjury at the present hour—form a part of the evil consequences of such base apostasy! —One of the leading duties of a General Congress should be, to render in war or peace the forgery of neutral ships' documents, or of the seals or signatures of sovereign princes or magistrates, an offence highly penal.—

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[*] Vol. XXXI. p. 288.

[†] B. 3, Chap. 7, 8, 14.

[‡] p. 114.

*Whilst this hateful system remains—the slave trade will never be abolished.** But—If the enormous profits that the lawyers have derived from this detested system do not stand in the way of reformation—perhaps the certainty that this atrocious traffic *can never be extirpated* whilst *false papers* and *false oaths can be tolerated*, may be the means of relieving the British navy from the deep and serious injuries inflicted by this vile and abhorrent system.

The LAW OF NATIONS tolerates the right of search: it is a privilege we cannot surrender; for without that power, our commanders would be subjected to continual impositions—and a vessel whose papers might make it appear she was laden with corn, and bound to Lisbon, might in reality be full of masts, spars, cables, and anchors, and destined to some enemy's port of naval equipment; and this leads to the consideration of the confused and discordant interpretation of the right of search, and its extent. It is highly requisite that this material point should be set at rest. The same difficulty exists also respecting *contraband of war*. The same dissonance prevails amongst contending sovereigns and states, as to what are or are not included within the meaning of the term—"*contraband of war.*" So nicely have the distinctions been drawn, that *biscuit* has been declared contraband, whilst *flour* has been deemed "*innocent*"—*cheese* contraband, and *butter* innocent;—as to hemp and cables, bar-iron and anchors, the distinction is more obvious.—But all these points should be definitively settled at the ensuing Congress.

Another great question peculiarly interesting to Great Britain and America is, the right that a belligerent has to seize persons who are *not enemies* —on board of a neutral ship. America, by her recent laws against the employment of *foreign seamen*, has certainly done away the objection that might otherwise have been deemed an *insurmountable* bar to an amicable arrangement.

We shall be deceived—as our predecessors were in 1775—if we flatter ourselves with the hope of *conquering America!* It would be the greatest affliction that could befall this country;—and too likely, in its inevitable consequences, to accelerate the fall of our vastly overgrown empire. Nor will it be wisdom to carry the pending negociations with too high a hand. France is still ruled by the institutions of Napoleon. The public mind is full of bitterness against this country; thence, we may expect the popular doctrine of free ship—free goods, will be contended for by the crafty Talleyrand—nor will the Bourbon prince now upon the throne be very ready to exhibit himself to his people in the character of an *English*

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* As soon as the bill was likely to pass—1804—certain merchants of ********* placed several of their ships under *neutral colours*. To be sure they were guilty of conniving at perjury and forgery—but those crimes were too little thought of in the counting-houses of such merchants—and, least of all—in a *Slave-dealer's!* By this stratagem, they were enabled to carry on their hateful traffic free of the restrictions imposed by the legislature. They might stow as many miserable captives as they pleased; and heaving overboard the diseased and sickly, enter the colonial ports with a full cargo of stout and healthy slaves.

vice-roy! Every concession he may make, however just or necessary, will, by his enemies—who are numerous and powerful—be imputed to the influence of British predilections and British gold! and he would sink into general contempt, were he tacitly to relinquish the principle, *free ships—free goods,* that rendered Napoleon so formidable, and which Louis the XVIth publicly maintained in the American revolutionary war: nor should it be forgotten, amidst the unnatural idolatry of the moment, that it was owing to the active interference of these very Bourbons that we lost the thirteen United States. We should not forget, that all the northern states of Europe are naturally and instinctively the enemies of our *maritime preponderance.* It should be remembered, that *every port* which we blockade cuts off a portion of the market for their coarse and bulky products. No one was more decidedly the enemy to Napoleon than the late King of Sweden,—and no one was more hostile to what we call our maritime rights. Jean-Charles, *the present* heir-apparent to the throne of Sweden, has more ability, if not *less principle,* than his ill-fated predecessor, whose greatest misfortune was his inflexible stubborness; but, if he were to abandon the honour of the Swedish flag as a sacrifice to his Britannic patrons, it would probably accelerate his fall. In fact—there is scarcely a single state whose real and natural interests are not opposed to our maritime pretensions. America has it in her power to exhibit some very objectionable modes of procedure adopted on the American coasts by different naval commanders, who actually infringed upon the territory, and assumed a greater power than they dared have displayed in a British harbour. Our abuse of Mr. Maddison will not create him a single enemy;—whilst the injudicious and savage recommendation of certain of our ephemeral politicians for *putting him to death* as a peace-offering to our government — may produce him many friends, who may be inclined to believe, *that were he a traitor*—were he inclined to sacrifice the independence of his country—that our press would not load him with such gross and scurrilous abuse. America entered into the contest, and has remained—*totally unconnected with France!*

It is true that she has failed in her designs against Canada,—but have not the eager expectation, in which some have indulged on this side the Atlantic, of the intestine dissensions of America growing into civil war, been also disappointed? And ought not mutual losses and embarrassments, to beget a sincere desire of peace? It is warmly recommended by our public press, that ministers should impose every possible restriction upon the commerce of America—exclude her flag from the whole of Asia, and the banks of Newfoundland; remove her frontiers far homeward from the lakes—compel her to yield up her navy—and submit to every act of maritime sovereignty, against which she had for many years protested, before she appealed to the sword! These sanguine politicians should remember the fable of the man who sold the lion's skin. Silly and malignant as such effusions are, they are calculated to produce a powerful effect in America,—to appal the warmest enemies of Mr. Maddison,—to unite conflicting factions, and make them rally round the standard of America, and convert the war with Great Britain in every sense of the word, into a popular and national war.

The force we already have in America is certainly formidable, if viewed as intended for sudden attacks and retreats. It is competent to destroy many of their cities, and most of their shipping, and to ravage their defenceless coasts: but by such a savage mode of warfare, we shall lay the foundation of eternal enmity and incessant wars. If we impose a dishonourable peace, it will be broken the first favourable opportunity. If we ravage her coasts and destroy her cities, we destroy our best customers. It should not be forgotten, how very inconstant is the fortune of war: that whole armies of Britons have been forced to lay down their arms to American victors, and that if we insist upon America yielding to hard and dishonourable terms of peace, we shall probably prepare the way for future calamities of the most irremediable kind,

Perhaps it would be more beneficial to the world, if the instructions of the American and British negociators were to exclude from the discussion at Ghent, the questions of expatriation and impressment, reserving those great subjects to be settled at the general congress to be held at Vienna. But, whilst I should wish to see the utmost moderation and liberality of sentiment prevail towards America, I also indulge in the hope that we may *insist* in case of future naval wars wherein America may be neutral, upon the rule of 1756 being *rigidly enforced*, and that America shall not become the neutralizers of the colonial commerce of our enemies; nor trade, during war, with any colony, whence she was excluded in time of peace. The first concession of this great principle was made by Mr. Pitt respecting the produce of St. Domingo, in 1798.

Our *prize-tribunals* should altogether abolish the administration of oaths, in causes tried before them, or support the interests of morality by visiting *perjury* with commensurate punishment. The American government have issued many severe reproaches on our encouragement of this nefarious system, for the sake of this illegal traffic; yet her own local laws seem to have been framed with a view to encourage mental perjury, or why not require in every *certificate of property* that the oath should be administered in OPEN COURT, and not before a *private notary*. It is notorious that a very considerable proportion of the import and export trade of the Dutch East India Company, through the agency of Messrs. Wals, and Co. of Amsterdam, was consigned to .... of New York, who used to transmit most of the produce of the Dutch settlements in Asia to *Van der Wal and Co.* of Embden, a nominal firm, established by Messrs. W. and Co. purposely to receive those immensely valuable consignments, and forward the same to Amsterdam. Now, if .... of New York, had been required to have solemnly affirmed or sworn in open court, to the truth of the *neutrality* of this commerce, neither *the oaths nor affirmation would ever have been heard*. But where the mere assertion of a *private notary* was held to be sufficient—a fee of a hundred dollars, or perhaps much less, might always suffice to procure the notary's attestation that the oaths had been administered, where no such ceremony had been used.

It is, therefore, incumbent on ministers to provide in any future treaties not with America only, but with every other state, that every affidavit requisite to be made to certificates of property, claims of restitution, further proof documents, &c. &c. shall, in every case be administered in OPEN COURT, and by the principal magistrates; instead of the fallacious manner that has hitherto prevailed, whereby the administration of the oaths have been altogether evaded.

[To be continued.]

NAVAL LITERATURE.

Principles and Practice of Naval and Military Courts Martial. By JOHN M'ARTHUR, LL.D. (Fourth Edition.)

(Continued from Vol. XXXI. page 485.)

THE second Section, shewing the distinction between military and martial law, is scarcely any thing more than a copy, *literatim*, of a report of part of the laboured judgment of the Lord Chief Justice of the Common Pleas, in the case of *Grant;* which, though it alludes, *obiter*, to martial law, in contradistinction to the law military, obtaining in this kingdom, does not profess, neither does it in point of fact enter into the minute distinctions between them; certainly not enough to satisfy, of itself, the purpose of the author, in the Section in question.

The portion of the third chapter, which has fallen immediately under the reader's eye, tends to explain the peculiar qualities of military and martial law, and their relative distinctions from one another. It is difficult, however, to form an idea, either of the author's own conception, or of the impression which he wished to make on his reader's mind, of what the law military is, from the confused and involuted construction of the leading paragraph of the first Section, and from the utter want of any thing like a definition in it. The author, though he tells us not what the military law *is*, informs us, by inference, what it is *not*. It is sometimes confounded, he says, and that by able lawyers and writers, " with a different branch of the royal prerogative, denominated martial law, and which is only resorted to upon an emergency of invasion, rebellion, and insurrection."—One might be apt to suppose, from the law military being confounded, as the author describes, " with a different branch of the royal prerogative," that it was *itself* a branch of the same power; if he had not left us to conclude, from the first line of the Section, that it was derived from another source, whence all our laws flow—the authority of Parliament.

After this imperfect, negative description of the law military—the author, pursuing his inquiry into the principles of *Martial Law*, which he had just stated to be a branch of the royal prerogative; describes it now to be, *not* of prerogative, but " proclaimed by authority of Parliament, and prevailing generally or partially, in a kingdom for a limited time, as latterly in Ireland, for the suppression and extinction of rebellion." He proceeds then, as it should seem, to shew what this martial law is, " when it prevails in its full extent;" and he unfortunately falls into a greater error here, than in the former instance; by giving a description not of martial law, as applicable to the body of the civil state, in a season of insanity or distemper, but to a particular community or profession, in its ordinary condition; *i. e.* to the military body of a despotic sovereign. Now this latter law, if it deserve the name of law at all, hath little, if any, similitude with the martial law, of which Mr. M'Arthur had spoken, and could not have been conceived to have any resemblance to it, but from an apparent misconception of what Earl Roslyn had incidentally thrown out respecting it, in his adjudication on Serjeant Grant's case. His Lordship, so far from intending to exemplify the extent of martial law, in its application to the distempered state of civil society, contrasts the different range of it, in a strictly confined sense, as referable to the military body in an arbitrary, and in a limited government.

When the first exists, his Lordship remarks, "it claims a jurisdiction over all *military* persons, in *all* circumstances: even their *debts* are subject to inquiry by a military authority. Every species of *offence*, committed by any person who appertains to the army, is tried not by a civil judicature, but by a judicature of the regiment, &c." His Lordship afterwards opposes this to the course of our own proceeding—"In this country (he observes), the delinquencies of soldiers are not triable, as in most countries of Europe, by martial law; but, when they are ordinary offences against the civil peace, they are tried by the common law courts." And afterwards—"The object of the mutiny act is, to create a court invested with authority to try those who are a part of the army, in all their different descriptions of officers and soldiers; and the object of the trial is limited to the *breaches of military duty*."

Now martial law, in the character thus assigned to it by the Earl of Roslyn, is alike discrepant with that which passes among us under the same denomination; as with the military law established in this country. Martial law is here an inaccurate and unintelligible term. It applies not to the temporary law, arising out of necessity, and which is adapted to the controul and cure of a general epidemic disorder, affecting the entire body of the people, and which, as an universal remedy, is rendered operative on the military and civil community alike. But martial law, as comprehended by the learned chief justice, is binding on the military, and on them in *all* things, but on them *alone*. The latter is clearly not the same, with what we erroneously call martial law; nor is it the same with military law, as in force in England: for *that* has no dominion over British officers or soldiers, in their general relation as citizens of the state, but in their particular condition of soldiers merely.

The chief justice helps us to understand, how the term martial law came into use in England, and ascribes it to have originated in the circumstance of the commission of the trial, or decision of certain offences in time of civil commotion or rebellion, to courts martial: and thus the quality of the court, by no very unnatural association of ideas, designates in process of time the appellation or description of the law itself. This hint, if it had not been overlooked by the author, would have prevented him probably from falling into error, and possibly have aided him more materially in this the most important chapter of his book.

What has been thus generally advanced would free us, it is hoped, from the possible supposition of our having taken any wanton or captious exception to the author; if we had not expressed ourselves, from the beginning, in favour of his work, our inclination would lead us to point out its general merits, rather than to dwell on any particular defect. But it would seem superfluous, as the character of the book may be supposed to correspond with the extensiveness of its sale—a criterion not often overlooked by the public, and never by the bookseller.

From the length of the preceding notice, our reference to particular passages must hereafter be very few, and limited in their extent.

Mr. M'Arthur does not wholly confine himself to a dry delineation of the subject of which he treats. He endeavours, in some places, to diversify and raise it; by shewing the improvements and emendations of which it is capable, or the corrections of which it stands in need. But he sometimes fails to convince us of the propriety of the amendments he would suggest, or the supposed evils he would eradicate. In the latter respect he would not seem very happy, when he is discountenancing the plea of the general issue.

"In a philosophical or moral point of view," he observes, "it must be admitted, that putting the question of 'guilty or not guilty' to a delinquent, is *prima facie* absurd. For if from a moral or conscientious principle, he should at once plead guilty, there is much cruelty in extorting such a confession from him, while his mind is under embarrassment and terror in the presence of his judges: if he, on the other hand, plead 'Not Guilty,' when he be really so—to which, by the bye, he is always encouraged, it is obviously adding the guilt of a judicial falsehood to that crime, with which he stands accused. In this consideration of the subject, the question may therefore be deemed nugatory, and answering no good purpose whatever."—2d Vol. page 22.

In the true spirit of reform, Mr. M'Arthur should have shewn us what he desired to substitute in the room of an immemorial and approved practice. Or like a skilful lawyer, in discarding a bad plea, he should have helped us to a better. He does not, however, attempt it; he appears not to have considered all the advantages of a general plea of this nature; amongst which it is not an immaterial one, that it lets in the prisoner to the benefit of all the mixed considerations of law and fact, which in every case must together constitute the substance and degree of *guilt*, and in some repel it altogether. Hence, though the plea in certain cases may possibly be at variance with facts, it is not in other respects repugnant to moral truth or sentiment. And this would seem the main objection to it. On the other hand, it has many, many virtues—not the least of which is, that it is very short, and, however paradoxical it may sound, very comprehensive. It embraces every question on which the prisoner's safety must depend, and is within the grasp of the meanest capacity to understand, and to avail itself of its benefit. Need any thing else be said to recommend its retention, in preference to any speculative suggestion? It might be left to the general candour and general good sense of the author to decide the question of himself.

There is one and only one other matter relative to practice, on which we are disposed to remark. It is in reference to a rule, obtaining in the examination of witnesses; and which prescribes, that no question shall be put to the person under examination, which may have a tendency to influence his answer; so as to give it a bias to the side, which the query would appear to favour; or as it is more plainly put by Mr. M'Arthur, in page 39, Vol. 2:—"All questions put to a witness ought to lead to the fact indirectly and obliquely; but never directly or immediately. The intent of this injunction is, that the question may not suggest an answer, agreeably to the wish of the party putting it." This is a clear exposition of the rule—But when the author afterwards goes to the exemplification of it, as a guide to future courts, the precedent is, it is feared, in direct hostility with the precept. It is enough to state the query, which Mr. M'Arthur says, "can with propriety be stated."—"Did you *not*, a few minutes before the time you have sworn (or said) you saw me draw or offer to draw my hanger, hear Mr. A. with curses and execrations, abuse me, and otherwise utter and apply to me the most opprobrious language, unbecoming the character of an officer and a gentleman, and did you *not* at the same instant see him seize and drag me by the neck or collar at the risk of my being suffocated."—Vol. 2d, page 42.

The author follows up this recommended course of examination, by other yet more pregnant questions; furnishing the most perverse gloss that possibly could be put on a plain and perspicuous rule.

The author, in other places, is not so precise as might be wished, in the elucidation of the principle he is anxious to establish. In describing, for instance, the power of the crown to pardon and to mitigate punishment, he produces the case of Colonel Jephson, as illustrative in these respects of the measure of the prerogative. This gentleman had been suspended by the sentence of a court martial from rank and pay for the term of six months; when his Majesty, on considering the sentence, deemed it indispensable, for sufficient reasons assigned, that the colonel should retire: but in consideration of his long previous services, the King permitted him to sell his commission at the fixed or regulated price.

This act of the prerogative is defended by the author, if it required any defence, which we think it did not, on grounds and reasonings that do not appear to belong to it; namely—"that it does not add to the judgment: and it is a fundamental principle of the common law of England, of which the martial law is a branch, that a man cannot suffer *more* punishment than the law assigns, but that he may suffer *less;* the commutation (or rather mitigation) here alluded to, from a greater to a smaller degree of punishment, exhibits in a favourable point of view, that benign exercise of royal clemency, with which by law his Majesty, as chief magistrate, is fully vested."—Vol. I, page 131.

It would require more eloquence than is exhibited in this place, to persuade Colonel Jephson, or any other officer in his Majesty's service, that a total separation from the profession, in which he had served for twenty-four years, though with the permitted sale of his commission, is not an aggravation of the sentence of suspension from pay or rank for the short interval of six months. It would demand a more laboured exposition than is even attempted here, to give an appearance of clemency to the act of the crown, founding such act on the principle on which Mr. M'Arthur has chosen to vindicate it.

The act of the Sovereign, as referring to the case of Colonel Jephson, is not reducible to the principle of Mr. M'Arthur; but is a modification of another branch of the royal prerogative, wholly distinct from that in the immediate view of the author.

The King has the power at all times to dispense, as we know, with the services of his civil or military servants, on his mere discretion; which is founded on a policy, too obvious to require particular notice. It is an irresponsible power. The exercise of it, therefore, needs not either apology or explanation. The instance before us, is a mitigated exercise of such plenary authority. His Majesty, who might have dismissed the officer unconditionally, is satisfied with having it intimated to him, that he is at liberty to sell his commission.

In this light, the act of the Sovereign wears an air of undoubted grace; but in the view in which it is exhibited by the author, it would have, at best, but a very doubtful and questionable character.

Having pointed out a few of the venial faults of the author (so at least they appear to us), we shall add a cursory remark or two on the general character of his work. It may be truly said to contain a rich store of knowledge, both on naval and military subjects; but not happily disposed, nor always intelligibly arranged. The cases consulted and quoted by the author, on both branches of his inquiry, are extremely numerous, and at all times faithfully reported; forming together a great body of information on naval and military matters; but sometimes applied, separately, without discrimination; whereby the principle is not apparently sustained by the example, nor the example governed by the principle. One should be led to think, sometimes, that the precedent, sought after, had come into the author's hands out of season, but being regarded as of too great value to be omitted altogether, had been subsequently introduced into an inappropriate place.

It may be considered, on the whole, as a very useful and desirable work, but would have been infinitely more interesting to the readers of the two classes, for whose instruction it is intended, if the matter, which is abundant, had been divided into two separate treatises.

Such a work would not call for much labour; certainly not more than Mr. M'Arthur could easily afford. An effort of this sort, which we would take the liberty to recommend with much warmth and sincerity, would be the means of producing *two* very valuable publications out of *one*, which, in its present form, is not altogether free from objection.

S.

Poetry.

Lunar Dispatches, or, Feats of a Master, in the Royal Navy, a notorious Boaster, and Wholesale Dealer in the Marvellous!

OF *Masters*, so skilful in "shooting the sun;"
And keeping *two* Logs (he himself being *one*);
Such wonderful wonders, I boldly pronounce,
Have never been seen, or achiev'd,—as by TR—NCE!
When taking off Stock, and provisions afloat,
"A huge Alligator" invaded his boat,
And whipp'd off a "Calf:"—but the Fish—in my mind,—
Having taken *one* Calf,—left a *greater* behind!
When a passenger only, on board the "Poulette,"
On her beam-ends the unlucky bark was upset;
And, while out of their wits all on board her were frighted,
"Stephen" jump'd on her keel;—and behold! she was righted!
Yet the blind committee of the "Fund Patriotic,"
No recompence gave, for a deed so Quixotic!
Tho' the modest performer desir'd,—they'd accord
The command of a "West India ship,—in reward!
But—'tis well for "Britannia,"—that, still to secure us,
She retains in her Navy this great "*Palinurus*;"—
For—sure,—to the service 'twould be a disaster,
To be robb'd of its "*only* well-qualified master!"
But,—tho' wond'rous his "*Sea-Feats*;"—You'll find by the sequel,
On shore,—his achievements and merits are equal;
For he swears,—such his prowess,—that should he attack,
He could lay a whole parish, supine, on their back!!!
He vows too,—that no *Petit-Maitre* from France,
So ably as *he*—"can teach Ladies, to dance;"
Nor could "Orpheus" himself,—when their instruments jar,—
Like him, "tune a fiddle,—or strum a guitar!!!"
With knowledge, and talents so various, and rare,
And modesty, greater than all of them are;
'Tis hard,—his request,—when such requisites back it,
Is not granted at once,—"the command of a Packet!!!"
Ye Post-Office Lords! prithee—heed his petition,
Nor allow honest Stephen, still vainly to wish on;
But—grant him a packet, and give it him soon;
To be nam'd the "*Munchausen;*" and sail—to the "*Moon!*"
And—when he arrives there;—on opening his hatches;
And delivering his stowage of "Lunar Dispatches;
In that planet, may whatever Deity reigns
Freight him back—"with a moderate cargo—*of brains!*"

LINES,

Written after a Shipwreck in Whitsun Bay, in the year 1812.

ROLL on ye waves! ye surges lash the shore!
Roll, thunder roll! nor cease your horrid roar;
At thy dread sound, oh! shed the silent tear,
That glides in pity o'er the seaman's bier:
Awakes the slumb'ring woes of falling floods,
And gleams a ten-fold horror thro' the woods.
Ah, Whitsun shores! thy promont'ries I know,
In thy sad bay, where suns disdain to glow,
How many are the brave ingulf'd below?
In mournful strain, to thee I bend my lyre,
While throbs my heart, or burns with living fire;
In sullen silence, shed the bitter tear,
And call on God to gladden ev'ry fear;
While threat'ning tempests rush along the strand,
And hurricanes awake th' affrighted land;
Or craggy rocks, by nature taught to weep,
Whose spiry summits tremble o'er the deep;
Alternate storms, or intervening show'rs,
Obscure the sky and dull the lab'ring hours:
Or the rude blast in murmurs gently dies,
Or the bright moon her golden radiance flies.
At night's approach, each deadly noise resounds,
And horrid spectres stalk their solemn rounds:
Ah! worthless fiends, avaunt thee from my sight,
Wander where caverns gleam an horrid night.
Whilst to the bay the lofty vessel nighs,
And the blue light'ning rends the troubled skies;
The glimm'ring star at intervals appears,
The Edystone dispels the seaman's fears,
But lo, its radiance quickly disappears.
'Till storms increase,—re-doubled thunders roll,
Wave, echoes wave! that sound from pole to pole.
Amid those scenes, the weary vessel strays,
'Till near the doubtful shore she lab'ring lays;
Her timbers groan, the mighty billows nod,
And each grim wave appear'd a leading god!
Still nearer yet she hastens to the land,
Where thund'ring surges blaze along the strand.
Th' alarm bells ring,—and lo their eager eyes,
Trace out the sound with tears that follow sighs;
With uplift hands implore to be forgiv'n,
And bless the true divinity of Heaven.
Alas! their hopes are vain, it dies away,
Cries, echo cries! they view the rocky bay—

The ship has struck! the rocks her bottom rend,
Yards, masts, and sails, in horrid show'rs descend.
The roaring guns at intervals resound,
While howls the blast, and pants upon the ground;
The trembling seamen to regain the shore,
Plunge in the sea—alas! to rise no more;
While melancholy groans along the strand,
Bemoaning Britain's lordly favorite band;
Around whose tomb, let tempests cease to roar,
While holy seraphs chaunt their heav'nly choir;
But those whom Providence ordain'd to save,
The humble grot a kind asylum gave;
Around whose brow immortal laurels twine,
And golden blazons deck their hallow'd shrine.

Plymouth Dock, 23d May, 1814. W. S.

Marine Law.

A COURT MARTIAL was holden on the 25th and 26th of April, 1814, on board H. M. S. Barham, of 74 guns, in Port Royal harbour, Jamaica, on Alexander Kennedy, Esq. commander of his Majesty's brig Forrester, of 18 guns, for disobedience of the orders of Rear-admiral Brown, commander-in-chief, &c. on that station, when he was found guilty, and sentenced to be dismissed from the command of the Forrester, and further to be suspended from rank for the space of two years. Captain John William Spranger, President.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(July—August.)

RETROSPECTIVE AND MISCELLANEOUS.

CONTRARY to our expectations, no news of importance has as yet arrived from America,—the ministers of the belligerent states have met at Ghent, but nothing has transpired to enable the public to form any idea as to the result to be expected: nor have we any naval events of moment to record, farther than the ravages committed upon our commerce by American privateers, a misfortune, that, however it may be regretted, is the inevitable result of the great extent of coast and maritime resources possessed by the foe, and not of supineness in the British Navy.

Greatly as our manufacturers suffer,—and repulsive to our feelings as is this unnatural war,—it is regarded by too many with indifference, whilst others look forward to the *final subjugation* of the United States, from the greatly increased disposeable quantum of military force that ministers are said to be on the point of dispatching to those shores.—This is exactly the spirit and the conduct that distinguished the first American war. Each new armament was to complete the reduction of the Americans, and failure only stimulated to new attempts, until the aggregate of loss, and the force of popular feeling, put an end to the sanguinary conflict.

Had we any influence, without neglecting the field, it would be to the *cabinet* we should look for an honourable and speedy termination of the war. It is true, that we are become much more powerful than we were, and are able to send far mightier armies against America;—but we seem to have forgotten, that the strength of America has far outgrown the progress of our own;—and that they are better able to repel the utmost force we can *now* send against them, than they were the small armies of 1780. We are not for the sacrifice of an iota of our just maritime rights,—nor for any concession that could cast a shadow on our honour; but we should wish to see distinctly stated to America and Europe, what it is for which we are fighting;—and if it should prove that we contend for that to which a free and independent people ought not to submit,—we had better withdraw our pretensions, to avoid the possibility of being a second time foiled and disgraced;—and if, on the other hand, we claim nothing but what is founded in justice,—a plain and manly avowal of our pretensions, free from subtleties and reservations—would, in a representative government, go farther to overthrow the *men in power*, than fifty thousand British bayonets landed on their soil.—The Americans *invaded* Canada, and hitherto they have met with little else than defeat and disgrace;—let us beware—lest—*becoming the invaders*, we should suffer the fate which, on moral principles, ought always to await an invader. The GREAT EXPEDITION under the command of Lord Hill, *has not yet* sailed. We confess our hopes are not very sanguine, that the result will answer the expectation of its projectors. To have secured the sovereignty of the Lakes, and have completely defeated the American forces despatched for the conquest of Canada,—to have kept the whole sea coast in a constant state of alarm during summer, by floating armies,—and partial descents directed against the principal rendezvous of their shipping,—experience would have proved to be the wisest plan of warfare ministers could have adopted. Except by *superior force* upon the ocean—not a trophy would the war-party have to boast,—and stripped of their commerce, and kept in a state of wearisome anxiety,—the clamours of the enemies to Mr. Madison's politics, might have greatly embarrassed him. But it is to be feared,—as soon as the Americans find that we are sending over armies too powerful to be regarded as intended merely to vex and alarm them,—they will to a man rally round the executive, and say as Admiral Blake did to our forefathers—"*Disturb not one another with domestic disputes—remember that we are Americans, and our enemies are foreigners! Enemies! which, let what party soever prevail,—it is equally the interest of our country to humble and restrain*."*

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* See N.C, Vol. XXXI. p. 13.

Next to these, the principal objects that offer themselves to our notice, is the accession of Brabant to the ancient limits of Holland,—and the possession of several line-of-battle ships that recently formed part of the *Scheld-fleet.* But if these events are peculiarly gratifying to the British statesman,—they are just as bitter and distasteful to the feelings of France,—and if we do not err most egregiously—many and sanguinary will be the conflicts which will ensue before the new territory becomes thoroughly amalgamated with the old.

The real strength of that illustrious house does not and never can exist in the number or strength of its armies or fortresses,—but in the attachment and fidelity of the people: and the only *certain method* of giving duration to the present order of things will be, to open anew all the ancient sources of Belgic wealth and freedom: and to extend, and not to contract, the basis of their religious and political rights. Of the former sources of wealth, this country, by the chance of war and the effects of revolutionary movements, have become possessed nearly of the whole! And if we are really desirous of RE-ESTABLISHING the House of Orange,—we must reconcile ourselves to relinquishing those valuable conquests. It was chiefly, if not entirely, by the means of "*ships, colonies, and commerce,*" that their brave and hardy forefathers became rich and powerful,—and it is alone by restoring to the Hollanders that great and certain source of wealth and independence, that the House of Orange can be firmly and permanently established as Sovereign of the United Netherlands. If we yield back with a reluctant and with a niggardly hand those ancient possessions of the Dutch,—if we shew more solicitude to extend the military power and splendour of the Sovereign Prince, than to re-open to the people the natural source of their wealth and greatness—there is scarcely room for hope that the old leaven of dissension will not again begin to ferment—and the elements of a *future revolution* to concentrate with more rapidity than the wounds inflicted by the former, can cicatrize.—On this account we cannot help regretting the rupture of the marriage contract between the Hereditary Prince of Orange and the apparent heiress of the British Crown. It was an event of all others most peculiarly well calculated to confer stability and lustre on the new sovereignty of the House of Orange. Nay—even the haughty Brabanter—whose real feelings time will be sure to display, might have felt less reluctance at the union of his country with Holland, if the heiress of the British Crown had kept a splendid court in his beautiful metropolis. As it was by the fidelity of its attachment to the politics of Great Britain, that the House of Orange sacrificed its all—it is from Great Britain that that illustrious family have an unquestionable right to expect "INDEMNITY FOR THE PAST—AND SECURITY FOR THE FUTURE." And we ardently hope that no miserable attachment to *British objects* will prevent ministers acting towards our old and faithful ally with all the munificence that true wisdom and strict equity combine to demand.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

COLONIAL DEPARTMENT, DOWNING-STREET, JULY 3.

DESPATCHES, of which the following are a copy and extract, have been this day received by Earl Bathurst, from Lieutenant-general Sir G. Prevost, Bart.

MY LORD, *Head-quarters, L'Acadie, March* 31.

I had scarcely closed the session of the Provisional Legislature, when information arrived, of the enemy having concentrated a considerable force at Plattsburg, for the invasion of Lower Canada.

Major-general Wilkinson advanced on the 19th inst. to Chazy, and detached Brigadier-general M'Comb, with a corps of riflemen, and a brigade of infantry in sleighs, across the ice to Isle La Mothe, and from thence to Swanton, in the State of Vermont.

On the 22d this corps crossed the line of separation between the United States and Lower Canada, and took possession of Philipsburg, in the seigniority of St. Armand, and on the 23d several guns followed, and a judicious position was selected and occupied, with demonstrations of an intention to establish themselves there in force.

Having previously assembled, at St. John's and in its vicinity, the 13th and 49th regiments, and the Canadian voltigeurs, with a sufficient field train, and one troop of the 19th light dragoons, I placed the whole under the command of Colonel Sir S. Beckwith, and ordered him to advance to dislodge the enemy, should circumstances not disclose this movement to be a feint made to cover other operations. On this I left Quebec. On my route I received a report from Major-general De Rottenburg, of the enemy having retired precipitately from Philipsburg on the 26th, and again crossed Lake Champlain, for the purpose of joining the main body of the American army, near Champlain Town.

On the 30th the enemy's light troops entered Odell Town, followed by three brigades of infantry, commanded by Brigadier generals Smith, Bissett, and M'Comb, and composed of the 4th, 6th, 10th, 13th, 14th, 20th, 23d, 25th, 29th, 30th, and 34th regiments, a squadron of cavalry, and one eighteen, three twelve, and four six-pounders, drove in our piquets on the road leading from Odell Town to Burton Ville, and commenced an attack on the latter position, but were so well received by the light troops supported by the grenadiers of the Canadian fencibles, that it was not persevered in, and the brigades in advance were directed upon the post at La Cole, entrusted to Major Handcock, of the 13th regiment, whose able conduct on this occasion your Lordship will find detailed in the accompanying report from Lieutenant-colonel Williams, of the 13th, who had the charge of the advanced posts on the Richelieu.

In consequence of the sudden rise of water in every direction, from the melting of the snow and ice, it was with extreme difficulty the enemy withdrew their cannon, and it is now almost impossible for either party to make a movement.

The troops brought forward to support those at Burton Ville and the mill at La Cole, were obliged to wade through mud and water up to their waists, for many miles, before they could attain the points they were directed to occupy. The Indian warriors alone were able to hang on the enemy's rear, whilst retreating to Champlain Town.

I have ascertained the loss of the American army to have exceeded three hundred men in killed and wounded: it is also stated, many of their officers suffered on this occasion. I have the honour to be, &c.

Earl Bathurst, &c. George Prevost.

SIR, *La Cole, March 31.*

I beg leave to acquaint you, that I have just received from Major Handcock, of the 13th regiment, commanding at the block-house on La Cole river, a report, stating that the out-posts on the roads from Burton Ville and La Cole Mill, leading from Odell Town, were attacked at an early hour yesterday morning by the enemy, in great force, collected from Plattsburg and Burlington, under the command of Major-general Wilkinson. The attack on the Burton Ville road was soon over, when the enemy shewed themselves on the road from the mill, that leads direct to Odell Town, where they drove in a piquet stationed in advance of La Cole, about a mile and a half distant; and soon after the enemy established a battery of three guns (12-pounders) in the wood. With this artillery, they began to fire on the mill, when Major Handcock, hearing of the arrival of the flank companies of the 13th regiment at the block-house, ordered an attack on these guns, which, however, was not successful, from the wood being so thick, and so filled with men. Soon after, another opportunity presented itself, when the Canadian grenadier company, and a company of voltigeurs, attempted the guns; but the very great superiority of the enemy's numbers, hid in the woods, prevented their taking them.

I have to regret the loss of many brave and good soldiers in these two attacks, and am particularly sorry to lose the services, for a short time, of Captain Ellard, of the 13th regiment, from being wounded while gallantly leading his company. The enemy withdrew their artillery towards night-fall, and retired towards morning from the mill, taking the road to Odell Town.

Major Handcock speaks in high terms of obligation to Captain Ritter, of the frontier light infantry, who, from his knowledge of the country, was of great benefit. The marine detachment, under Lieutenants Caldwell and Barton, the Canadian grenadier company, and the company of voltigeurs, as well as all the troops employed; the major expresses himself in high terms of praise for their conduct, so honourable to the service.

Major Handcock feels exceedingly indebted to Captain Pring, royal navy, for his ready and prompt assistance in moving up the sloop and gun-boats from Isle Aux Noix, to the entrance of the La Cole river, the fire from which was so destructive. Lieutenants Creswick and Hicks, of the royal navy, were most actively zealous in forwarding the stores, and landing two guns from the boats, and getting them up to the mill.

To Major Handcock the greatest praise is due, for his most gallant defence of the mill against such superior numbers, and I earnestly trust it will meet the approbation of his Excellency the Commander of the Forces. I have the honour to transmit a list of the killed and wounded of the British: that of the enemy, from all accounts I can collect from the inhabitants, must have been far greater.

I have the honour to be, &c.

William Williams,

Lieut.-col. 13th regt. commanding at St. John's.

List of Killed, Wounded, and Missing, in Action at La Cole Mill, on the 30th March.

13th Grenadiers—8 rank and file killed; 1 captain, 1 subaltern, 1 serjeant, 31 rank and file, wounded; 1 rank and file missing.

13th Light Infantry—1 rank and file killed; 1 serjeant, 8 rank and file wounded; 1 rank and file missing.

13th, Captain Blake's Company—1 rank and file killed.

Canadian Grenadiers—1 rank and file killed; 3 rank and file wounded; 2 rank and file missing.

Canadian Voltigeurs—1 rank and file wounded.

Total—11 rank and file killed; 1 captain, 1 subaltern, 1 serjeant, 43 rank and file wounded; 1 rank and file missing.

Officers wounded.

13th Regiment—Captain Ellard, Ensign Whitford, slightly.

R. B. Handcock,

Major.

Note.—1 Indian warrior killed, and one wounded.

MY LORD, *Head-quarters, Montreal, May 18.*

Since the report which I had the honour to make to your Lordship from L'Acadie, on the 31st March, the enemy have gradually withdrawn their force from the frontiers of Lower Canada, and after having placed garrisons in Plattsburg, Burlington, and Vergennes, have marched the residue of it either to reinforce Sackett's Harbour, or to add to the army forming at Batavia. The two new ships which I had caused to be constructed during the winter at Kingston, having been launched on the 14th of April, and subsequently completely equipped, armed, and manned, I determined to preserve the naval ascendancy which by this accession of strength had been acquired, by employing the squadron with a division of troops in capturing and destroying the depots of provisions, naval stores, and ordnance, formed by the enemy at Oswego, for the facility of transport from thence to Sackett's Harbour. I have now the high satisfaction of transmitting to your Lordship a copy of Lieutenant-general Drummond's report to me of the successful termination of that expedition, in which your Lordship will be gratified to observe the spirit of union and cordiality prevailing in both services, and an emulation in the discharge of duty equally honourable to themselves, and advantageous to their country. The principal object in the attack on Oswego being to cripple the resources of the enemy in fitting out their squadron, and particularly their new ships at Sackett's Harbour (their guns and stores of every description being drawn from the former port), and thus to delay, if not altogether to prevent, the sailing of their fleet; I determined to pursue the same policy on Lake Champlain, and therefore directed Captain Pring to proceed with his squadron, on board of which I had placed a strong detachment of the first battalion of marines, towards Vergennes, for the purpose, if practicable, of destroying the new vessels lately launched there, and of intercepting the stores and supplies for their armament and equipment.

Captain Pring accordingly sailed on the 9th instant, having been prevented by contrary winds from reaching his destination until the 14th instant. He found, on arriving off Otter Creek, the enemy so fully prepared to receive him, and their vessels so strongly defended by batteries, and a considerable body of troops, that, after a cannonading with some effect from his gun-boats, he judged it most adviseable to abandon his intended plan of attacking them, and to return to Isle Aux Noix. The appearance of our squadron on the Lake has been productive of great confusion and alarm at Burlington, and other places along its shores; and the whole of the population appeared to be turned out for their defence.

George Prevost.

H.M.S. Prince Regent, Lake Oswego, off Ontario,
May 7, 1814.

SIR,

I am happy to have to announce to your Excellency the complete success of the expedition against Oswego.

The troops mentioned in my despatch of the 3d instant, *viz.* six companies of De Watteville's regiment, under Lieutenant-colonel Fischer, the light company of the Glengarry light infantry, under Captain M'Millan, and the whole of the 2d battalion royal marines, under Lieutenant-colonel Malcolm, having been embarked with a detachment of the royal artillery, under Captain Cruttenden, with two field pieces, a detachment of the rocket company under Lieutenant Stevens, and a detachment of sappers and miners, under Lieutenant Gosset, of the royal engineers, on the evening of the 3d instant. I proceeded on board the Prince Regent at daylight on the 4th, and the squadron immediately sailed; the wind being variable, we did not arrive off Oswego until noon the following day. The ships lay-to within long gun shot of the battery, and the gun-boats under Captain Collier were sent close in for the purpose of inducing the enemy to shew his fire, and particularly the number and position of his guns. This service was performed in the most gallant manner, the boats taking a position within point-blank shot of the fort, which returned the fire from four guns, one of them heavy. The enemy did not appear to have any guns mounted on the town-side of the river.

Having sufficiently reconnoitred the place, arrangements were made for its attack, which it was designed should take place at eight o'clock that evening; but at sun-set a very heavy squall blowing directly on the shore, obliged the squadron to get under weigh, and prevented our return until the next morning; when the following disposition was made of the troops and squadron by Commodore Sir J. Yeo and myself:—

The Princess Charlotte, Wolfe, and Royal George to engage the batteries as close as the depth of water would admit of their approaching the shore; the Sir Sidney Smith schooner to scour the town, and keep in check a large body of militia who might attempt to pass over into the fort; the Moira and Melville brigs to tow the boats with the troops, and then cover their landing, by scouring the woods on the low point towards the foot of the hill, by which it was intended to advance to the assault of the fort.

Captain O'Connor had the direction of the boats and gun-boats destined to land the troops, which consisted of the flank companies of De Watteville's regiment, the company of the Glengarry light infantry, and the second battalion of the royal marines, being all that could be landed at one embarkation. The four battalion companies of the regiment of Watteville, and the detachment of artillery remaining in reserve on board the Princess Charlotte and Sir Sidney Smith schooner.

As soon as every thing was ready, the ships opened their fire, and the boats pushed for the point of disembarkation, in the most regular order. The landing was effected under a heavy fire from the fort, as well as from a considerable body of the enemy, drawn up on the brow of the hill, and in the woods. The immediate command of the troops was entrusted to Lieutenant-colonel Fischer, of the regiment De Watteville, of whose gallant, cool, and judicious conduct, as well as of the distinguished bravery, steadiness, and discipline of every officer and soldier composing this small force, I was a witness, having, with Commodore Sir James Yeo, the Deputy Adjutant-general, and the officers of my staff, landed with the troops.

I refer your Excellency to Lieutenant-colonel Fischer's letter enclosed, for an account of the operations. The place was gained in ten minutes from the moment the troops advanced. The fort being every where almost open, the whole of the garrison, consisting of the 3d battalion of artillery, about 400 strong, and some hundred militia, effected their escape, with the exception of about 60 men, half of them severely wounded.

I enclose a return of our loss, amongst which I have to regret that of Captain Holtaway, of the royal marines. Your Excellency will lament to observe in the list the name of that gallant, judicious, and excellent officer, Captain Mulcaster, of the royal navy, who landed at the head of 200 volunteers, seamen, from the fleet, and received a severe and dangerous wound, when within a few yards of the guns, which he was advancing to storm, which I fear will deprive the squadron of his valuable assistance for some time at least.

In noticing the co-operation of the naval branch of the service, I have the highest satisfaction in assuring your Excellency that I have, throughout this, as well as on every other occasion, experienced the most zealous, cordial, and able support from Sir James Yeo. It will be for him to do justice to the merits of those under his command; but I may, nevertheless, be permitted to observe, that nothing could exceed the coolness and gallantry in action, or the unwearied exertions on shore, of the captains, officers, and crews of the whole squadron.

I enclose a memorandum of the captured articles that have been brought away, in which your Excellency will perceive with satisfaction seven heavy guns, that were intended for the enemy's new ship. Three 32-pounders were sunk by the enemy in the river, as well as a large quantity of cordage and other naval stores. The loss to them, therefore, has been very great; and I am sanguine in believing that, by this blow, they have been deprived of the means of completing the armament, and particularly the equipment of the large man of war—an object of the greatest importance.

Every object of the expedition having been effected, and the captured stores embarked, the troops returned, in the most perfect order, on board their respective ships, at four o'clock this morning, when the squadron immediately sailed, the barracks in the town, as well as those in the fort, having been previously burnt, together with the platforms, bridge, &c. and the works in every other respect dismantled and destroyed, as far as was practicable.

I cannot close this despatch without offering to your Excellency's notice the admirable and judicious manner in which Lieutenant-colonel Fischer formed the troops, and led them to the attack, the cool and gallant conduct of Lieutenant-colonel Malcolm, at the head of the 2d battalion royal marines; the intrepidity of Captain De Bersey, of the regiment De Watteville, who commanded the advance; the zeal and energy of Lieutenant-colonel Pearson, inspecting field officer, who, with Major Smelt, of the 103d regiment, had obtained a passage on board the squadron to Niagara, and volunteered their services on the occasion; the gallantry of Captain M'Millan, of the Glengarry light infantry, who covered the left flank of the troops in the advance; and the activity and judgment of Captain Cruttenden, royal artillery; Brevet-major de Courten, of the regiment De Watteville: Lieutenant Stevens, of the rocket company; Lieutenant Gossett, royal engineers; each in their respective situations.

Lieutenant-colonel Malcolm has reported in high terms the conduct of Lieutenant Lawrie, of the royal marines, who was at the head of the first men who entered the fort, and I had an opportunity of witnessing the bravery of Lieutenant Hewett, of that corps, who climbed the flag-staff, and pulled down the American ensign which was nailed to it.

To Lieutenant-colonel Harvey, Deputy Adjutant-general, my warmest approbation is most justly due, for his unremitting zeal and useful assistance; the services of this intelligent and experienced officer have been so frequently brought under your Excellency's observation before, that it would be superfluous my making any comment on the high estimation in which I hold his valuable exertions.

Captain Jervois, my aid-de-camp, and Lieutenant-colonel Hagermane, my provincial aid-de-camp, the only officers of my personal staff who accompanied me, rendered me every assistance.

Captain Jervois, who will deliver to your Excellency, with this despatch, the American flag taken at Oswego, is fully able to afford every further information you may require, and I avail myself of the present opportunity strongly to recommend this officer to the favourable consideration of his Royal Highness the commander-in-chief. I have the honour to be, &c.

Gordon Drummond.

H. M. S. Prince Regent, off Oswego, Lake Ontario,
SIR, *May* 7.

It is with heartfelt satisfaction that I have the honour to report to you, for the information of Lieutenant-general Drummond, commanding, that the troops placed under my orders for the purpose of storming the fort at Oswego, have completely succeeded in this service.

It will be superfluous for me to enter into any details of the operations, as the Lieutenant-general has personally witnessed the conduct of the whole party, and the grateful task only remains to point out for his approbation the distinguished bravery and discipline of the troops.

The 2d battalion of royal marines formed their column in the most regular manner, and by their steady and rapid advance, carried the fort in a very short time. In fact, nothing could surpass the gallantry of that battalion, commanded by Lieutenant colonel Malcolm, to whose cool and deliberate conduct our success is greatly to be attributed.—The Lieutenant-colonel reported to me, in high terms, the conduct of Lieutenant James Laurie, who was at the head of the first men who entered the fort.—The two flank companies of De Watteville's, under Captain De Bersey, behaved with spirit, though labouring with more difficulties during their formation, on account of the badness of the landing place, and the more direct opposition of the enemy. The company of Glengarry light infantry, under Captain M'Millan, behaved in an equally distinguished manner, by clearing the wood, and driving the enemy into the fort.

I beg leave to make my personal acknowledgments to Staff Adjutant Greig, and Lieutenant and Adjutant Mermet, of De Watteville's, for their zeal and attention to me during the day's service. Nor can I forbear to mention the regular behaviour of the whole of the troops during their stay on shore, and the most perfect order in which the re-embarkation of the troops has been executed, and every service performed.

I enclose herewith, the return of killed and wounded, as sent to me by the different corps. I have the honour to be, &c.

V. Fischer,

(A true copy,) Lieut.-col. De Watteville's Regiment.

NOAH FREER, Mil. Sec.

Lieut.-colonel HARVEY, Deputy Adjutant-general.

Return of Killed and Wounded of the Troops, in Action with the Enemy at Oswego, on the 6th May, 1814.

2d Batt. Royal Marines—1 captain, 2 serjeants, 4 rank and file, killed.
De Watteville's Regiment—1 drummer, 7 rank and file, killed.
2d Batt. Royal Marines—1 serjeant, 32 rank and file, wounded.
De Watteville's Regiment—1 captain, 1 subaltern, 1 serjeant, 17 rank and file, wounded.
Glengarry Fencibles—9 rank and file wounded.
Total—1 captain, 2 serjeants, 1 drummer, 15 rank and file, killed; 1 captain, 1 subaltern, 2 serjeants, 58 rank and file, wounded.

Officers Killed.

2d Batt. Royal Marines—Captain William Holtaway.

Officers Wounded.

De Watteville's Regiment—Captain Lendergrew, severely; Lieut. Victor May, dangerously (since dead).

J. Harvey,
Lieut.-col. Dep. Adj. Gen.

Return of the Killed and Wounded of the Royal Navy at Oswego, May 6.

3 serjeants killed; 2 captains, 1 lieutenant, 1 master, 7 seamen, wounded.—Total, 3 killed; 11 wounded.

Officers Wounded.

Captain Mulcaster, dangerously; Captain Popham, Lieut. Griffin, severely; Mr. Richardson, master, arm amputated.

J. Lawrie,
Sec.

(Certified copy,)
E. BAYNES, Adjutant-general.

His Majesty's Brig Magnet (late Sir Sidney Smith), off Oswego, U. S. May 7.

Return of Ordnance and Ordnance Stores taken and destroyed at Oswego, Lake Ontario, the 6th May, 1814, *by his Majesty's Troops under the Command of Lieutenant-general Drummond.*

TAKEN—3 thirty-two-pounder iron guns, 4 twenty-four-pounder iron guns, 1 twelve-pounder iron gun, 1 six-pounder iron gun.—Total, 9.

DESTROYED—1 heavy twelve-pounder, 1 heavy six-pounder.—Total, 2.

SHOT—81 forty-two-pounder, round; 32 thirty-two-pounder, round; 36 forty-two-pounder, canister; 42 thirty-two-pounder, canister; 30 twenty-four-pounder, canister; 12 forty-two-pounder, grape; 48 thirty-two-pounder, grape; 18 twenty-four-pounder, grape.

Eight barrels of gunpowder, and all the shot of small calibre in the fort, and stores, thrown into the river.

Edw. Cruttenden,
Captain commanding Royal Artillery.

(Certified copy,) E. BAYNES, Adj.-gen.

Memorandum of Provisions, Stores, &c. captured.

1,045 barrels of flour, pork, potatoes, salt, tallow, &c. &. 70 coils of rope and cordage, tar, blocks (large and small), 2 small schooners, with several boats, and other smaller craft.

(A true copy), NOAH FREER, Mil. Sec.

ADMIRALTY-OFFICE, JULY 5.

Copy of a Letter from Commodore Sir J. L. Yeo, Commander-in-chief of his Majesty's Ships and Vessels on the Lakes of Canada, to J. W. Croker, Esq. dated on board H.M.S. Prince Regent, 9th May, 1814.

SIR, *H.M.S. Prince Regent, May* 9.

My letter of the 15th April last, will have informed their Lordships, that his Majesty's ships Prince Regent and Princess Charlotte were launched on the preceding day. I now have the satisfaction to acquaint you, for their Lordships information, that the squadron, by the unremitting exertions of the officers and men under my command, were ready on the 3d instant, when it was determined by Lieutenant-general Drummond and myself that an immediate attack should be made on the forts and town of Oswego, which, in point of position, is the most formidable I have seen in Upper Canada, and where the enemy had, by river navigation, collected from the interior several heavy guns, and naval stores for the ships, and large depots of provisions for their army.

At noon, on the 5th, we got off the port, and were on the point of landing, when a heavy gale from the N.W. obliged me to gain an offing. On the morning of the 6th, every thing being ready, 140 troops, 200 seamen, armed with pikes, under Captain Mulcaster, and 400 marines, were put into the boats; the Montreal and Niagara took their stations abreast, and within a quarter of a mile of the fort, the Magnet opposite the town, and the Star and Charwell to cover the landing, which was effected under a most heavy fire of round, grape, and musketry, kept up with great spirit. Our men having to ascend a very steep and long hill, were consequently exposed to a destructive fire; their gallantry overcoming every difficulty, they soon gained the summit of the hill, and throwing themselves into the fosse, mounted the ramparts on all sides, vying with each other who should be foremost. Lieutenant Laurie, my secretary, was the first who gained the ramparts, and Lieutenant Hewett climbed the flag-staff under a heavy fire, and in the most gallant style struck the American colours, which had been nailed to the mast.

My gallant and much esteemed friend, Captain Mulcaster, led the seamen to the assault with his accustomed bravery, but I lament to say, he received a dangerous wound in the act of entering the fort, which I apprehend will, for a considerable time, deprive me of his valuable services; Mr. Scott, my first lieutenant, who was next in command, nobly led them on, and soon gained the ramparts.

Captain O'Connor, of the Prince Regent, to whom I entrusted the landing of the troops, displayed great ability and cool judgment, the boats being under a heavy fire from all points.

Captain Popham, in the Montreal, anchored his ship in a most gallant style, sustaining the whole fire until we gained the shore. She was set on fire three times by red hot shot, and much cut up in her hull, masts, and rigging; Captain Popham received a severe wound in his right hand, and speaks in high terms of Mr. Richardson, the master, who, from a severe wound in the left arm, was obliged to undergo amputation at the shoulder joint.

Captain Spilsbury, of the Niagara; Captain Dobbs, of the Charwell; Captain Anthony, of the Star; and Captain Collier, in the Magnet, behaved much to my satisfaction.

The 2d battalion of royal marines excited the admiration of all; they were led by the gallant Colonel Malcolm, and suffered severely. Captain Holtaway, doing duty in the Princess Charlotte, gallantly fell at the head of his company.

Having landed with the seamen and marines, I had great pleasure in witnessing not only the zeal and prompt attention of the officers to my orders, but also the intrepid bravery of the men, whose good and temperate conduct under circumstances of great temptation (being a whole night in the town, employed loading the captured vessels with ordnance, naval stores, and provisions), most justly claim my high approbation and acknowledgment; and I here beg leave to recommend to their Lordship's notice the services of all, of my first lieutenant Mr. Scott, and of my aid-de-camp, acting Lieutenant Yeo, to whom I beg leave to refer their Lordships for information; nor should the meritorious exertions of acting Lieutenant Griffin, severely wounded in the arm, or Mr. Brown, both of whom were attached to the storming party, be omitted.

It is a great source of satisfaction to me to acquaint their Lordships, that I have on this, and in all other occasions, received from Lieutenant-general Drummond that support and attention which never fail in securing perfect cordiality between the two services.

I herewith transmit a list of the killed and wounded, and of the ordnance, naval stores, and provisions, captured and destroyed by the combined attack on the 6th instant. I have the honour to be, &c.

James Lucas Yeo

Commodore, and Commander-in-chief.

J. W. Croker, Esq. &c.

A List of Officers, Seamen, and Marines, of his Majesty's Fleet, on Lake Ontario, Killed and Wounded at Oswego, on the 6th of May, 1814.

PRINCE REGENT.—*Killed*—Abel John, seaman.

Wounded—G. A. C. Griffin, acting lieutenant; Thomas Harrington, seaman, severely; James Heagsham, ditto.

PRINCESS CHARLOTTE.—*Killed*—John M'Kenzie, seaman.

Wounded—W. H. Mulcaster, captain, severely.

MONTREAL.—*Killed*—Thomas Gearman, seaman.

Wounded—Stephen Popham, captain; James Richardson, master, severely; John Baxter; Thomas Gillingham; Joseph Padds; John Oscar.

ROYAL MARINES.—*Killed*—William Holtaway, captain; Serjeant Green, Joseph Brown, private; Corporal Battle, Serjeant Kain, Thomas Hooper, private.

Wounded—John Hewitt, lieutenant; Wm. Meredith, private; James Lee, ditto; J. Calahan, ditto; Thomas Greenlove, ditto; Samuel Wright, ditto; John Newburgh, ditto; Thomas Russel, ditto; Peter Keener, ditto; John Box, corporal; John Blundell, serjeant, John Jacked, corporal; James Caveney, private; Edward Fill, ditto; William Wench, ditto; Thomas Making, ditto; John Webber, ditto; John Gillingham, ditto;

William Trout, ditto; Isaac Taylor, ditto; John Baxter, ditto; John Jackson, ditto; Fras. Marlow, ditto; Matthew Hoosey, ditto; Philip Ridout, ditto; Thomas Beckford, ditto; John Smith, ditto.

James Lucas Yeo,
Commodore, and Commander-in-chief.

Thomas Lewis,
Surgeon.

A Statement of Ordnance and Naval Stores and Provisions brought off and destroyed, in a combined Attack of the Sea and Land Forces on the Town and Fort of Oswego, on the 6th May, 1814.

Ordnance Stores brought off.—3 long 32-pounder guns, 4 long 24-pounders.

A quantity of various kinds of ordnance stores.

Naval Stores and Provisions.—3 schooners, 800 barrels of flour, 500 barrels of pork, 600 barrels of salt, 500 barrels of bread.

A quantity of large rope.

Destroyed.—3 long 24-pounder guns, 1 long 12-pounder gun, 2 long 6-pounder guns.

1 schooner, and all barracks and other public buildings.

J. L. Yeo,
Commodore and Commander-in-chief.

Vice-admiral Lord Exmouth has transmitted to J. W. Croker, Esq. a letter from Captain Grant, of H.M.S. Armada, dated off Savona the 25th of April, stating his arrival at that place on the 23d, with his Majesty's ships Armada and Curaçoa, and twelve Sicilian gun-boats, for the purpose of co-operating with a corps of British and Sicilian troops, under the orders of Colonel Rocca, in the reduction of the fortress.

The French commandant having, on the 24th, refused to surrender on being summoned, a cannonade was commenced from the ships, gun-boats, and a battery, and continued for an hour, when a flag of truce was hoisted, and the fortress surrendered by capitulation.

The garrison marched out with the honours of war, and were to proceed to France by land.

One hundred and ten pieces of artillery were found in the place.

JULY 9.

Rear-admiral Griffith has transmitted to J. W. Croker, Esq. a letter from Captain Pearce, of his Majesty's sloop Rifleman, giving an account of his having, on the 28th of May, captured off Sable Island, the Diomede, American privateer schooner, mounting three long twelve pounders, and two long sixes, with a complement of 66 men.

JULY 12.

Copy of a Letter from Captain Pigot, of H.M.S. Orpheus, addressed to the Hon. Vice-admiral Sir Alexander Cochrane, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H.M.S. Orpheus, New-Providence, April 25.*

I have the pleasure to acquaint you, that on the 20th instant, after a chase of 60 miles, the point of Matanzas, in Cuba, bearing S.S.E. five leagues, we captured the United States ship Frolic, commanded by Master-commandant, Joseph Bainbridge; she had mounted twenty 32-pound carronades, and two long eighteens, with 171 men; but a few minutes before striking her colours, threw all her lee guns overboard. and continued throwing also her shot, small arms, &c. until taken possession of; she is a remarkably fine ship, of 509 tons, and the first time of her going to sea; she has been out from Boston two months, and frequently chased by our cruisers; their only capture was the Little-Fox, a brig laden with fish, which they destroyed. I have the honour to be, &c.

H. Pigot,
Captain.

The Hon. Alexander Cochrane, Commander-in-chief, &c.

Vice-admiral Sir Alexander Cochrane has also transmitted to John Wilson Croker, Esq. a letter from Captain Byron, of H.M.S. Belvidera, stating that, on the 7th of March, the boats of that ship, with those of the Endymion and Rattler, under the direction of Lieutenant John Sykes, destroyed off Sandy-hook, the Mars American privateer, of 15 guns, and 70 men:

And a letter from Captain Lockyer, of his Majesty's sloop Sophie, giving an account of his having, on the 24th of April, captured the American schooner privateer Starks, of 2 guns, and 25 men, out 24 days from Wilmington without taking any prize.

Copy of a Letter from Captain Nash, of H.M.S. Saturn, addressed to the Hon. Vice-admiral Sir Alexander Cochrane, and transmitted by Rear-admiral Griffith to John Wilson Croker, Esq.

SIR, *H M.S. Saturn, off New York, May 25.*

I have great satisfaction in reporting to you the capture, this morning, of the American schooner privateer, Hussar, by H.M.S. under my command, in lat. 40° 3′, long. 73° 28′, after a chase of four hours. She had on board a long twelve-pounder, besides nine twelve-pounder carronades, eight of which she threw overboard during the chase. She sailed from New York on the evening preceding her capture, with a complement of 98 men, is nearly a new vessel, 211 tons, was on her first cruise, is coppered and copper fastened, and sails remarkably fast, and complete with provisions and stores for four months.

She has been in commission only a week, and was destined to cruise on the Banks of Newfoundland, and would in all probability have proved a great annoyance to our trade, had she not been taken.

I have the honour to be, &c.

James Nash,
Captain.

The Hon. Sir A. Cochrane, Commander-in-chief, &c.

Extract of a Letter from Captain Cumby, of H.M.S. Hyperion, to Admiral Lord Keith, dated at Sea, the 26th of June, and transmitted to John Wilson Croker, Esq.

Cruising in obedience to your Lordship's order of the 3d instant, H.M.S. I command has this day captured the American privateer brig Rattlesnake, of 16 guns, commanded by Mr. David Moffatt; an uncommonly fine brig, nearly new, of 298 tons burthen, and from her extraordinary fast sailing, was likely to have done great injury to the trade of his Majesty's subjects in the bay.

A list of vessels captured, recaptured, detained, or destroyed by the Squadron under the Command of the Honourable Sir Alexander Cochrane, K. B, Vice-Admiral of the Red, and Commander in Chief, &c. &c. &c. of which Returns have been received, Bermuda, May 16, 1814.

Spanish ship, name unknown, from Cuba, bound to New York, detained by the Rattler, February 3, 1814. American sloop Atalanta, of 92 tons and 8 men, from St. Domingo, bound to Boston, captured by the Endymion, February 5, 1814. American schooner Meteor, of 3 guns, 219 tons, and 31 men, from Nantz, bound to New York, captured by the Endymion, February 7, 1814. American schooner Flash, from St. Domingo, bound to New York, captured by the Rattler, February 9, 1814. American sloop Viper, of 30 tons and 4 men, from Nashawn Isle, bound to Nantucket, captured by the Rattler, February 17, 1814. English schooner Lark, of 90 tons and 6 men, from Halifax, bound to the West Indies, recaptured by the Recruit, April 6. 1814. Seven American light schooners and one with 6 twelve-pounder carronades, destroyed by the Chesapeake squadron, being aground, April 7, 1814. American ship Diligence, captured by the Chesapeake squadron, same date. American brig Young Anaconda, of 300 tons, destroyed by the boats of His Majesty's ships La Hogue, Maidstone, Endymion, and Borer, in the Connecticut River, April 9, 1814. American schooner Connecticut, of 325 tons, destroyed by ditto, in ditto, same date. American schooner Eagle, of 250 tons, destroyed by ditto, in ditto, same date. American schooner, not named, of 180 tons, destroyed by ditto, in ditto, same date. American schooner, not named, of 150 tons, destroyed by ditto, in ditto, same date. American sloop, not named, of 90 tons, destroyed by ditto, in ditto, same date. American brig, not named, of 260 tons, destroyed by ditto, in ditto same date. American schooner Factor, of 180 tons, destroyed by ditto, in ditto, same date. American ship Osage, of 400 tons, destroyed by ditto, in ditto, same date. American ship Atalante, of 380 tons, destroyed by ditto, in ditto, same date. American ship Superior, of 320 tons, destroyed by ditto, in ditto, same date. American ship Guardian, of 320 tons, destroyed by ditto, in ditto, same date. American ship, name unknown, of 250 tons, destroyed by ditto, in ditto, same date. American ship, name unknown, of 300 tons, destroyed by ditto, in ditto, same date. American brig Felix, of 240 tons, destroyed by ditto, in ditto, same date. American brig Cleopatra, of 220 tons, destroyed by ditto, in ditto, same date. American brig, name unknown, of 150 tons, destroyed by ditto, in ditto, same date. American schooner Hatton, of 200 tons, destroyed by ditto, in ditto; same date. American schooner Emblem, of 180 tons, destroyed by ditto, in ditto, same date. American sloop Emerald, of 55 tons, destroyed by ditto, in ditto, same date. American sloop Mahrata, of 50 tons, destroyed by ditto, in ditto, same date. American sloop Nancy, of 25 tons, destroyed by ditto, in ditto, same date. American sloop Mars, of 50 tons, destroyed by ditto, in ditto, same date. American sloop Comet, of 25 tons, destroyed by ditto, in ditto, same date. American sloop Thetis, of 80 tons, destroyed by ditto, in ditto, same date. American sloop name unknown, of 70 tons, destroyed by ditto, in ditto, same date. American sloop, name unknown, of 70 tons, destroyed by ditto, in ditto same date. A number of boats, cables, cordage, sails, moulds, shipwrights tools, and working sheds, destroyed. French schooner Bonne Foior, of 204 tons, from Gibraltar, bound to England as a cartel, recaptured by the Asia and Superb, February 17, 1814.

having on board 87 prisoners. French schooner Three Friends, of 294 tons, from Gibraltar, bound to England as a cartel, recaptured by the Asia and Superb, February 17, 1814, having on board 87 prisoners.

Alex. Cochrane,

Vice-Admiral and Commander in Chief.

COLONIAL DEPARTMENT, DOWNING-STREET, JULY 19.

A despatch, of which the following is an extract, was this day received by Earl Bathurst from Lieutenant-general Sir G. Prevost, dated head-quarters, Montreal, June 8:—

It is with regret I have to report to your Lordship, the unfortunate result of an enterprise made by the boats of the squadron on Lake Ontario, under the commands of Captains Popham and Spilsbury, of the royal navy, with nearly 200 seamen and marines, against a flotilla of the enemy's craft laden with naval stores, from Oswego, at Sandy Creek, from whence the stores were to have been conveyed by land to Sackett's-harbour. A large boat, with two long 24-pounders, and a 19 and a half inch cable for the enemy's new ship, having been taken by our squadron then blockading Sackett's-harbour, the information obtained from the prisoners of the sailing from Oswego, of 15 other boats with stores, led to the attempt which has terminated so disastrously, and for the particulars of which, I beg leave to refer your Lordship to the copy of Captain Popham's letter to Commodore Sir J. Yeo, herewith transmitted.

It is some consolation, under this severe loss, to know, that before this time it will have been supplied by the arrival at Kingston of the first division of the officers and seamen lately landed here from England: the second and third divisions have also passed this place, on their route to Lake Ontario.

By accounts from Major-general Riall, all was quiet on the Niagara frontier on the 27th ult.; and as I have not had any accounts from Michillimackinac since Lieutenant-colonel M'Doual proceeded for that place on the 20th of April, I have every reason to think he must have reached that post in safety, and be fully prepared to defend it against any attempt of the enemy.

SIR, *Sackett's-harbour, June* 1.

Having obtained certain information that the enemy's boats, with their guns and stores, had taken shelter in Sandy Creek, I proceeded to that place (having ordered Captain Spilsbury to accompany me), and reached the entrance of it shortly after day-light yesterday morning. I landed, accompanied by Captain Spilsbury and some of the officers, and having reconnoitred their position, determined on an immediate attack. The masts of their boats (consisting of 18) were plainly seen over the marsh, and, from their situation, did not appear to be very near the woods; and their not attempting to interrupt our entry into the creek, led me to hope they were only protected by militia. This circumstance, added to the very great importance of the lading of their boats, to the equipment of their squadron, was a strong motive for me to risk the attack, not aware that they brought their riflemen in their boats, and that a body of Indians had accompanied them along the beach.

The boats advanced cautiously to within about a quarter of a mile of the enemy, when Lieutenant Cox, of the royal marines, was landed, with the principal part of his men, on the left bank; and Captain Spilsbury and Lieutenant Browne, with the cohorn and small-arm party, accompanied by Lieutenant M'Veagh, with a few marines, were landed on the right bank. Their respective parties advanced on the flanks of the gun-boats (which had, from their fire, dispersed a body of Indians) to a turning which opened the enemy's boats to our view, when, unfortunately, the 68-pounder carronade, on which much depended, was disabled. Seeing us pull the boat round, to bring the 24-pounder to bear, the enemy thought we were commencing a retreat, when they advanced with their whole force, consisting of 150 riflemen, near 200 Indians, and a numerous body of militia and cavalry, which soon overpowered the few men I had. Their resistance was such as I could have expected from a brave and well-disciplined body; but, opposed to such numbers, unavailing: their officers set them an example honourable to themselves, and worthy of a better fate. Captain Spilsbury, for a time, checked the advance of the enemy, by the fire which he kept up with the cohorn and his party; and I feel much indebted to him for his conduct throughout. Lieutenants Cox and M'Veagh, who nobly supported the honour of their corps, are, I am sorry to say, dangerously wounded. Mr. Hoare, master's-mate of the Montreal, whose conduct was conspicuous throughout, is the only officer killed. Our loss in killed and wounded (most dangerous) is great. I send as correct a return as I can possibly get of them, as well as of the survivors. The winding of the creek, which gave the enemy great advantage in advancing to intercept our retreat, rendered any further perseverance unavailing, and would have subjected the men to certain death.

Lieutenants Majoribanks and Rowe, in the rear, with the small boats, did every thing in their power; and Lieutenant Loveday's exertions, in the Lais gun-boat, was such as I was much pleased with.

The exertions of the American officers of the rifle corps, commanded by Major Appling, in saving the lives of many of the officers and men, whom their own men and the Indians were devoting to death, were conspicuous, and claim our warmest gratitude. I have the honour to be, &c.

Stephen Popham,

(A true copy.) Captain.

NOAH FREER, Mil. Sec.

18 men killed, 50 dangerously wounded.

JULY 23.

Copy of a Letter from Captain Hillyar, of H.M.S. Phœbe, to John Wilson Croker, Esq. dated in Valparaiso-Bay, March 30, 1814.

SIR,

I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that a little past three o'clock on the afternoon of the 28th instant, after nearly five months anxious search, and six weeks still more anxious look-out for the Essex and her companion,* to quit the port of Valparaiso, we saw the former under weigh, and immediately, accompanied by the Cherub, made sail to close with her; on rounding the outer point of the bay, and hauling her wind for the purpose of endeavouring to weather us, and escape, she lost her main-top-mast, and afterwards, not succeeding in an effort to regain the limits of the port, bore up, and anchored so near the shore (a few miles to the leeward of it), as to preclude the possibility of passing a-head of her without risk to his Majesty's ships. As we drew near, my intention of going close under her stern was frustrated by the ship breaking off, and from the wind blowing extremely fresh, our first fire, commencing a little past four, and continuing about ten minutes, produced no visible effect. Our second, a few random shot only, from having increased our distance by wearing, was not apparently more successful, and having lost the use of our mainsail, jib, and mainstay, appearances were a little inauspicious: on standing again towards her, I signified my intention of anchoring, for which we were not ready before, with springs, to Captain Tucker, directing him to keep under weigh, and take a convenient station for annoying our opponent. On closing the Essex, at thirty-five minutes past five, the firing recommenced, and before I gained my intended position, her cable was cut, and a serious conflict ensued; the guns of his Majesty's ship gradually becoming more destructive, and her crew if possible more animated, which lasted until twenty minutes past six; when it pleased the Almighty Disposer of Events to bless the efforts of my gallant companions, and my personal, very humble one, with victory. My friend Captain Tucker, an officer worthy of their Lordships' best attentions, was severely wounded at the commencement of the action, but remained on deck until it terminated, using every exertion against the baffling winds and occasional calms which followed the heavy firing, to close near the enemy; he informs me, that his officers and crew, of whose loyalty, zeal, and discipline, I entertain the highest opinion, conducted themselves to his satisfaction.

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* The following is an extract of another letter from Captain Hillyar to Mr. Croker, dated off Valparaiso, the 28th February:

"The Essex carries forty 32-pound carronades, and six long guns, 12-pounders; about three hundred and twenty or thirty men; the corvette twenty guns.

I have to lament the death of four of my brave companions, and one of his; with real sorrow I add, that my first lieutenant, Ingram, is among the number; he fell early,—is a great loss to his Majesty's service; the many manly tears which I observed this morning, while performing the last mournful duty at his funeral on shore, more fully evinced the respect and affection of his afflicted companions, than any eulogium my pen is equal to. Our lists of wounded are small, and there is only one for whom I am under anxiety. The conduct of my officers and crew, without an individual exception that has come to my knowledge, before, during, and after the battle, was such as become good and loyal subjects, zealous for the honour of their much loved, though distant King and country.

The defence of the Essex, taking into consideration our superiority of force, the very discouraging circumstance of her having lost her main-top-mast, and being twice on fire, did honour to her brave defenders, and most fully evinced the courage of Captain Porter, and those under his command. Her colours were not struck until the loss in killed and wounded was so awfully great, her shattered condition so seriously bad, as to render further resistance unavailing.

I was much hurt on hearing that her men had been encouraged, when the result of the action was evidently decided, some to take to their boats, and others to swim on shore; many were drowned in the attempt; sixteen were saved by the exertions of my people; and others, I believe between thirty and forty, effected their landing. I informed Captain Porter, that I considered the latter, in point of honour, as my prisoners; he said the encouragement was given when the ship was in danger from fire, and I have not pressed the point. The Essex is completely stored and provisioned for at least six months, and although much injured in her upper works, masts, and rigging, is not in such a state as to give the slightest cause of alarm, respecting her being able to perform a voyage to Europe with perfect safety; our main and mizen masts, and main-yard, are rather seriously wounded; these, with a few shot-holes between wind and water, which we can get at without lightening, and a loss of canvas and cordage, which we can partly replace from our well-stored prize, are the extent of the injuries his Majesty's ship has sustained.

I feel it a pleasant duty to recommend to their Lordships' notice, my now senior lieutenant, Pearson, and Messrs. Allen, Gardner, Porter, and Daw, midshipmen: I should do very great injustice to Mr. George O'Brien, the mate of the Emily, merchantman, who joined a boat's crew of mine in the harbour, and pushed for the ship the moment he saw her likely to come to action, were I to omit recommending him to their Lordships; his conduct, with that of Mr. N. Murphy, master of the English brig Good Friends, were such as to entitle them both to my lasting regard, and prove that they were ever ready to hazard their lives in their country's honourable cause. They came on board when the attempt was attended with great risk, and both their boats were swamped. I have before informed their Lordships, that Mr. O'Brien was once a lieutenant in his Majesty's service (may now add, that youthful indiscretions appear to have given place to great correctness of conduct), and as he has proved his laudable zeal for its honour, I think, if restored, he will be found one of its greatest ornaments. I enclose returns of killed and wounded. And if conceived to have trespassed on their Lordships' time by this very long letter, hope it will kindly be ascribed to the right cause—an earnest wish that merit may meet its due reward. I have the honour to be, &c.

James Hillyar.

P.S. There has not been found a ship's book or paper of any description (charts excepted), on board the Essex, or any document relative to the number serving in her previous to the action. Captain Porter informs me, that he had upwards of two hundred and sixty victualled; our prisoners, including forty-two wounded, amount to one hundred and sixty-one; twenty-three were found dead on her decks, three wounded were taken away by Captain Downes, of the Essex, jun. a few minutes before the colours were struck, and I believe twenty or thirty reached the shore; the remainder were killed or drowned.

List of Killed and Wounded in his Majesty's Ships undermentioned, in Action with the United States Frigate Essex, on the 28th March, 1814.

Phœbe.—4 killed, 7 wounded.

Cherub.—1 killed, 3 wounded—Total, 5 killed, 10 wounded.

Names of Officers and Men killed.

Phœbe—William Ingram, first lieutenant; Thomas Griffiths, able seaman; Dennis Murphy, able seaman; William Knowles, able seaman.

Cherub.—William Derbyshire, marine.

Names of Officers and Men wounded.

Cherub.—Thomas T. Tucker, Esq. captain, severely; John Edwards, corporal of marines, slightly; Christopher Rafferty, marine slightly.

Phœbe.—Robert Bruce, able seaman, severely; Humphry Jamerson, yeoman of powder room, severely; Thomas Warren, ordinary seaman, severely; Thomas Millery, sail-maker, slightly; George Fieldhouse, marine, severely; James Evans, marine, slightly; James Madden, sail-maker's-mate.

Jas. Hillyar,
Captain.

Vice-admiral Sir Alexander Cochrane has transmitted to John Wilson Croker, Esq. a letter from the Honourable Captain Capel, of H.M.S. La Hogue, with one from Captain Coote, of his Majesty's sloop Borer, reporting the successful result of an attack made on the 8th of April, upon the vessels lying in the Connecticut River, by a detachment of seamen and marines from the ships named in the margin,* under the direction of Captain Coote.

The boats proceeded up the river in the night of the 7th, and arrived at Pettipague Point early in the morning of the 8th, where, after a slight opposition from some militia, they destroyed all the vessels afloat or on the stocks within three miles of the place (an account of which was included in the list of vessels taken or destroyed, inserted in the Gazette of the 12th instant), twenty-seven in number, their united burthen exceeding five thousand tons, and three of them large privateers, completely equipped and ready to put to sea. In addition to which were destroyed a number of boats, and a large quantity of naval stores.

Having completed the service, the detachments re-embarked in the boats with the most perfect order and regularity, and after maintaining (as admitted in the American accounts of this affair) the most unexceptionable conduct towards the inhabitants.

The enemy had in the mean time collected a considerable force of troops and militia on the banks of the river, to prevent the return of the boats; and the American commanding officer sent a letter to Captain Coote, summoning him to surrender, to which he returned a verbal answer, expressing surprize at such a summons, and setting the enemy's power to detain him at defiance.

It was accordingly determined to wait until dark before the retreat should be commenced; and the boats then dropping down the river with the stream (without rowing), succeeded in passing the enemy's troops, batteries, and armed boats, with the loss of only two men killed and two wounded, notwithstanding a brisk fire kept up on both sides of the river, and returned in triumph to their ships.

The Vice-admiral, as well as Captain Capel, bestows the highest encomiums on Captain Coote, and all the officers and men employed under him, for the steady valour and great good conduct displayed in the performance, with so small a loss, of a service so injurious to the enemy.

Rear-admiral Griffith has transmitted to John Wilson Croker, Esq. a letter from Captain Pym, of H.M.S. Niemen, dated off the River Delaware, the 25th May, stating that, on the 23d, the boats of that ship, under the directions of Lieutenant Tindal, cut out from Little Egg Harbour, in a very gallant manner, three American letter of marque schooners, the Quiz, pierced for 14 guns, and the Clara and Model, each pierced for 12.

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* La Hogue, Maidstone, Endymion, Borer.

Four men in the boats were wounded, but were doing well.

Admiral Lord Exmouth has transmitted to John Wilson Croker, Esq. a letter from Captain Sibly, acting as captain of H.M.S. Havannah, giving an account of his having, on the 15th of April, captured off Corfu, the Grande Isabelle schooner privateer, of four guns, and 64 men; she sailed from that island on the 9th, and had captured one vessel from Trieste to Messina, which was retaken by the Havannah.

JULY 30.

Admiral Lord Exmouth has transmitted to John Wilson Croker, Esq. a letter from Captain Gower, of H. M. S. Elizabeth, dated off Corfu, the 25th of May, stating, that the boats of that ship, under the directions of Lieutenant Roberts, captured on the same day, under the guns of the island of Vide, close to the town of Corfu, the Aigle French national xebeck, mounting six guns, a howitzer, and two swivels, and having on board 41 men.

AUGUST 2.

Extract of a Letter from Captain Malcolm, of H.M.S. Rhin, to Rear-admiral Brown, Commander-in-chief at Jamaica, dated in the Mona Passage, the 5th June, 1814, *and transmitted by the Rear-admiral to John Wilson Croker, Esq.*

I have much pleasure in informing you, that at half-past two A.M. Cape Enganno in the Mona-Passage, bearing S.W. by W. four leagues, I captured, after an anxious and close chase of eleven hours, the American privateer schooner Decatur, commanded by Captain Dominique Dirou, the same who commanded her last year when she took his Majesty's schooner Dominica, Captain Barette; she sailed from Charleston on the 30th March, and had made no capture.

The Decatur is a beautiful vessel, and was only launched in April, 1813, coppered and copper-fastened, 223 tons; she is well calculated in every respect for his Majesty's service.

AUGUST 9.

Vice-admiral Sir Alexander Cochrane has transmitted to John Wilson Croker, Esq. the undermentioned letters; *viz.*

From Captain Nourse, of H.M.S. Severn, stating the capture, on the 1st of May, of the American privateer schooner Yankee Lass, of nine guns and eighty men, twenty days from Rhode Island, without making any capture:

From Captain Watts, of his Majesty's sloop Jaseur, stating that her boats, under the direction of Lieutenant West, on the 2d of May, captured and brought out from under a battery in the Chesapeake, the American letter of marque schooner Grecian, pierced for 20 guns, but only four mounted, with five swivels, and having on board 27 men:

And from Captain Hayes, of H. M S. Majestic, reporting the capture, on the 22d of May, of the American letter of marque schooner Dominica, (formerly his Majesty's schooner of that name), mounting four long six-pounders, and manned with 36 men.

Promotions and Appointments.

Foreign Office, *July* 30.—H.R.H. the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to appoint the Right Hon. Lord Gambier, Henry Goulburn, Esq. M.P. and William Adams, Esq. D.C.L. to be his Majesty's Commissioners for negotiating and concluding a Treaty of Peace with the Commissioners duly authorized for that purpose on the part of the United States of America.—H.R.H. has also been pleased to appoint Anthony St. John Baker, Esq. to be his Majesty's Secretary to the above Commission.

Whitehall, *Aug.* 9.—H.R.H. the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to constitute and appoint the Right Hon. Robert Viscount Melville; Sir Joseph Sydney Yorke, Knt. Vice-admiral of the Blue Squadron of his Majesty's Fleet; George Johnstone Hope, Esq. Rear-admiral of the Red Squadron of his Majesty's Fleet; Sir George Warrender, Bart.; John Osborn, Esq; Henry Paulet, Esq. (commonly called Lord Henry Paulet), Rear-admiral of the Red Squadron of his Majesty's Fleet; and Barrington Pope Blachford, Esq.; to be his Majesty's Commissioners for executing the office of High-admiral of the United Kingdom of Great Britain and Ireland, and the dominions, islands, and territories, thereunto belonging.

Memorandum.—The Lords of the Admiralty have caused the name of Rear-admiral William Bradley to be erased from the Naval List.

Commissioner William Shield, to be Deputy Comptroller of the Navy, *vice* Sir Francis John Hartwell, Bart. retired.

Sir Jahleel Brenton, Bart. to be Commissioner of the Navy at the Cape of Good Hope.

Hon. Courtnay Boyle, to be Commissioner of the Naval Yard at Sheerness, *vice* Lobb, deceased.

J. Delasons, to be agent for prisoners of war in North America.

Captains, &c. appointed.

C. T. Smith, to the Undaunted; Thomas Usher, to the Duncan; John Furneaux, to the Cephalus; Alexander Skene, to the Asia; James Boxer, to the rank of post captain, and to the Aquilon; C. R. Moorsom, to the Goree; Hon. Henry Duncan, to the Glasgow; E. W. C. R. Owen, to the Dorset yacht; James Wallis, to the Podargus; Anthony B. Valpy, to the Apollo; W. B. Suckling, to the Merope; William Henry Nares, to the Philomel; Henry Montresor, to the Rover; W. M'Culloch, to the Venerable; Theobald Jones, to the Albicore; James Wemys, to the Rainbow; Zachariah Mudge, to the Valiant; J. Wainwright, to the Tonnant; G. W. Bligh, to the Araxes; James Richard Dacres, to the Tiber; John Bastard, to the Meander; Charles Shaw, to the Termagant; T. Young, to the Redwing; R. H. Rogers, to the Dover; J. R. Dalton, to the Spitfire; Thomas Burton, to the Nelson; Arthur Stow, to the Brilliant; Lord Algernon Percy, to the Cossack; J. L. Manley, to the Edinburgh; E. S. Dickson, to the Rivoli; Joseph James, to the Imperieuse; John Thomas, to the Chanticleer; Robert Preston, to the Euphrates; Arthur Farquhar, to the Glasgow; Robert Honyman, to be pay captain at Portsmouth; John Anderson, to the Zealous; Charles Dashwood, to the Norge; E. Sibly, to the Caledonia; Alexander R. Sharpe, to the Hyacinth.

Captains John Hardy Godby, Charles Shaw, W. M'Culloch, James Wemys, and Arden Adderley, are promoted to the rank of post captains.

Major Lodington, of the royal marines, is appointed naval officer at Dominica.

Lieutenants, &c. appointed.

Charles A. Antrim, to the Valiant; Charles D. Ackland, to the Seahorse; Thomas Blake, to the Portia; George Butler (2), to the Hydra: James Richard Booth, to the Foxhound; Robert P. Brereton, to the Portia; Thomas Barrow, to the Majestic; James Burney, to the San Juan; John Bishop, to the Royal Sovereign yacht; Thomas Edmund Cole, to the Euphrates; Thomas P. Clarke, to the Superb; John S. Dixon, to the Unite; Charles English, to the Portia; W. A. Elliot, to the Scylla; G. P. Eyre, to the Aquilon; Charles English, to the Euphrates; Frederick Franks, to the Liverpool; W. N. Glasscock, to the Tiber; James Gordon (1), to the Nymphen; William Hancock, to the Havannah; Thomas Hunt, to the Revenge; W. H. Johnson, to the Anacreon; Henry T. Lutwidge, to the Tiber; Frederick Lloyd, to the Armide; Charles Lambert, to the Euryalus; George Mills, to the Araxes; Robert Maltman, to the Galatea; B. Mainwaring, to the Trident; William Moore, to the Medway; Charles Moore (2), to the Pompée; Richard Pearce, to the Raven; John Sepping Parr, to the Venerable; Henry Preston, to the Martial; Samuel Sparshott, to the Euphrates; James St. Quinton, to the Griffon; George Sommerville, to the Redpole; Peter Stork, to the Medway; George Charles Stovin, to the Monmouth; James Spiller, to the Pheasant; H. B. Strugnell, to the Pompée; John Salter, to the Opossum; John Spurway, to the Royal Oak; Alexander Sandilands, to the Venerable; George Syme, to the Apelles; James Rogers (1), to the Conquest; Hon. Henry J. Rous, to the Meander; Charles James Rawlinson, to the Derwent; Thomas L. Robins (2), to the Royalist; James Reid, to the Venerable; Robert C. Tomlinson, to the Peacock; Joseph West, to the Acasta; Thomas G. Wills, to the Chatham.

Lieutenants Alexander D. Arbuthnot, Francis Baker, Edward Boys, John Townshend Coffin, Thomas Ambrose Edwards, John Furneaux, Charles Green, Samuel Hoskins, Charles B. Harvey, Theobald Jones, George King (2), Henry Masterman Marshall, Constantine R. Moorsom, William Henry Nares, James Puckingham, Henry Pyne, Benjamin Suckling, James Townshend, Anthony B. Valpy, and Thomas Williams, are promoted to the rank of commanders.

The following Midshipmen have been promoted to the rank of Lieutenants since last return:—Messrs. William Bailey, John Benson, John W. Bannister, James Burney, David Briggs, Thomas Barrow, Edward Canes, Timothy Carew, Charles Matthew Chapman, Edmund Coffin, John Stewart Dixon, John Davy, G. B. Eyre, James Gifford, John Goldie, Thomas Hamby, William Harrow, Thomas Hunt, William Hancock, John Hay, Edmead Thomas Hoste, John Hardinge, James Hayland, Robert B. Johnson, Charles Inglis, W. H. Johnson, Richard Keane, Charles John Molineux, John Munday, Howard Moore, Edward P. Montague, Robert Maltman, William Moore, Benjamin Mainwaring, Edmund Oakes, John Peyton, Charles Paynter, Charles Peake, John Jones Pearce, James W. Shields, Peter Stark, John Spurway, W. B. Strugnell, Isaac Richards, William Robert Ward, Samuel Wheeler, John Wright, Joseph West, Pierce Wade, Michael Webb, and James Thomas Yates.

Pursers appointed.

Francis Harger, to the Raleigh; Thomas Turner, to the Snake.

John Williams, Esq. to be clerk of the cheque of Woolwich Yard, *vice* Kittowe, dismissed; James Kennedy, of Milford Yard, to be clerk of the cheque at Sheerness Yard.

J. M'Keen, from Lisbon, to be naval storekeeper at Lisbon; James Walker, to be naval storekeeper at Quebec.

Masters appointed.

Alexander Karley, to the Forester; William Cobb, to the Statira; William Read, to the Derwent; Neil Morrison, to the Glasgow; James Holyoak, to the Spitfire; James Grant, to the Araxes; M. Brown, to the Drake; L. Brokensha, to the Nelson; J. Griffiths, to the Cadmus; T. R. Lissmore, to the Zealous; B. Robinson, to the Tanais; James Kegie, to the Euphrates; D. M'Donald, to the Puissant.

List of Midshipmen passed for Lieutenants.

Sheerness.—J. Stoddy, S. Kneeshaw, J. P. Rospel.

Plymouth.—R. Robinson, G. E. Davis, W. Serymgour, W. Jones, S. G. Pullen, W. Lane, R. Hemer, W. H. Hall, E. Berry, C. W. Bower.

Portsmouth.—J. Hall; A. Game, T. Tambs, J. W. Brown, A. Corbett, B. Macnamara, J. Haberfield, G. W. Ayton, J. H. Wall.

Surgeons appointed.

Andrew Allen, to the Forrester; Charles Cudliffe, to the Nelson; Justin M'Carthy, to the Norge; Edward Williams, to the Pompée; Andrew Macansh, to the Fly; C. K. Crawford, to the Pique; Henry Day, to the Hydra; George Proctor, to the Tenais; E. F. Bromley, to the Clorinde; Gabriel Johnstone, to the Queen; James Craigie, to the Euphrates; W. Donaldson, to the Statira; John Strong, to the Araxes; Samuel Symonds, to the Spitfire; John Curtis, to the Rinaldo; Anthony Patrickson, to the Zephyr; William Gregor, to the Charybdis; Henry Ryan, to the Plantagenet; G. H. Jones, to the Meander; Alexander Jack, to the Tiber; John Graham, to the Amphion; Robert Walker, to the Galatea; Richard Tobin, to the Glasgow. —Dr. James Gillies, to be surgeon of the naval hospital at Gibraltar.

Assistant Surgeons appointed.

James Cruickshank, to the Chatham; Archibald Campbell (2), to the Dover; J. R. Rees, to the Batavier; Stephen Mason, to the Prince; George Webster, to the Furious; G. Cunningham, to the Meander; John Way, to the Gladiator; J. W. Langstaff, to the Conquest G.B.; William Simpson, to the Monmouth; John Wilson (2), to the Statira; H. B. White, to the Sussex H.S.; Patrick Boyle, to the Glasgow; Robert M'Lean, to the Havock; William Watt (1), to the Gallant G.B.; John Wylay, to the Alceste; J. A. Mercer, to the Euphrates; John Patterson, to the Batavia H.S.; William Bell (3), to the Alpheus; William Clarke (2), to the Hydra; John Riddel, to the Growler; C. J. Beverly, to the Tiber; E. D. Lewis, to the Prevoyante; Evan Bowen, to the Araxes; Alexander Thomson, to the Olympia cutter; John Stephenson, to the Norge; William Clarke (2), to the Horatio; Hamilton Stewart, to be hospital mate at Plymouth; Alexander Gordon, to the Aquilon.

BIRTHS.

Lately, at Plymouth-dock, Devon, the lady of Captain Carden, R.N. of a daughter.

On the 21st of July, at Bengeo Hall, Herts, the lady of Rear-admiral Gosselin, of a daughter.

On the 8th of August, at Fareham, the lady of Captain Bourchier, R.N. of a son.

MARRIAGES.

Lately, James Wardrop, Esq. of Charles-street, St. James's square, to Mrs. Burn, widow of the late Captain John Burn, R.N.

Lately, Captain John Forbes, R.N. to Letitia-Mary, youngest daughter of the late G. White, Esq. of Park-street, Westminster.

On the 6th of June, at Jersey, Captain Philip Dumaresq, R.N. to Miss Mary Pipon, daughter of James Pipon, Esq. H.M.'s receiver-general of that island.

On the 27th of June, at Brighton, T. G. Babington, Esq. son of T. Babington, Esq. M.P. for Leicester, to the Hon. Augusta Julia, fourth daughter of Sir Gerard Noel Noel, Bart. and Baroness Barham, and grand daughter of the late Admiral Lord Barham.

On the 18th of July, Captain Edmund Lyons, R.N. late of H.M.'s sloop Rinaldo, to Augusta Louisa, youngest daughter of the late Captain Josias Rogers, R.N.

DEATHS.

Lately, in the East Indies, Mr. St. Vincent Wells, 5th son of the late Admiral Wells.

Lately, at Guernsey, Carteret, second daughter of Admiral Sir James Saumarez, aged 17 years.

Lately, at Godalming, Maria, second daughter of the late Rear-admiral Pierrepoint, aged five years.

Lately, Mr. J. G. Amyott, purser of H.M.S. Dover.

Lately, on the Coast of Africa, Mr. J. C. Wright, purser of the Spitfire.

In January last, at Antigua, Mr. James Dover, lieutenant of the Barbadoes.

On the 31st of May, at the Hermitage, Hambledon, Sir Erasmus Gower, Knt. Admiral of the White, in the 72d year of his age, after a faithful and honourable servitude in the navy of near sixty years, during which he was esteemed, in all his professional stations, for his amiable and eminent qualifications, which render his loss to be lamented by his numerous acquaintance in the navy, and will be more particularly deplored by his surviving relations and intimate friends. In our IVth Volume is given a Portrait and Memoir of Sir Erasmus Gower, and in Vol. XXX. an addendum to the same.

On the 21st of June, at the Hermitage, Hambledon, Sir Erasmus Gower, Knt. admiral of the white.

On the 28th of June, whilst gallantly contending with the American ship of war Wasp, Captain W. Manners, of H.M.'s sloop Reindeer.

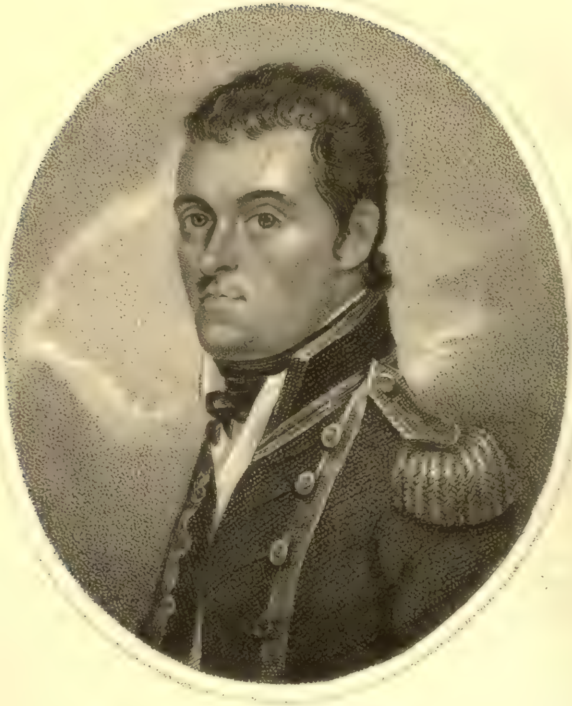
On the 29th of June, in his 30th year, the Hon. Captain Walpole, R.N. second son of the Earl of Orford. This officer was, on the 9th November, 1809, advanced to the rank of post captain.

On the 30th of June, at Emsworth, Miss Maryanne Thresher, youngest daughter of Captain Thresher, late of the R.M.

On the 6th of July, Mr. J. Brown, master of the Royal Charlotte yacht.

On the 28th of July, at St. John's, Newfoundland, Captain Edward Wrottesley, of H.M.S. Sabine, son of Sir John Wrottesley, Bart.—A sharp illness of only two days deprived the service of this amiable and excellent young officer.

On the 17th of August, at Brixham, near Torbay, Captain D. P. Cumby, R.N. aged 74 years.



Captain Matthew Flinders, R.N.

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BIOGRAPHICAL MEMOIR

OF

CAPTAIN MATTHEW FLINDERS, R.N.

Or oak, or brass, with triple fold,
Around that daring mortal's bosom roll'd,
Who first to the wild ocean's rage,
Launch'd the frail bark, and heard the winds engage
Tempestuous, when the south descends
Precipitate, and with the north contends;
Nor fear'd the stars portending rain,
Nor the loud tyrant of the western main.
Francis: *Horace; od.* i, 3.

CERTAINLY it is not one of the least of our national honors, that while we have been gaining trophies on the ocean by the naval exploits of a **Blake**, a **Hawke**, or a **Nelson**, we have been erecting imperishable monuments of nautical fame, by the adventurous spirit of a **Drake**, a **Dampier**, and a **Cook**. Possibly future Britons may not feel more proud of that warlike display of the trident* which has marked the eventful period of our history comprised within the prolonged reign of **George** III. than of those pacific, yet hazardous enterprises of navigation, for extending the bounds of natural knowledge, and conferring benefits upon mankind. Nor among the celebrated names that in the various paths of life shed lustre upon the annals of this manly island, must the patriot navigator neglect a grateful tribute to that of **Flinders**.

At the precise period when this hardy and persevering mariner had just made good his title to be enrolled among those worthies of his profession, who have merited the gratitude of all "they that go down to the sea in ships, that do business in great waters,"† by the final delivery of the elaborate account of his labours to the public, has he been cut off from amongst us in the prime of life, by maladies, originating from sufferings that consecrate his memory as that of a martyr to the cause of his country and of science.

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* **Trident**:—"*Le trident de Neptune est le sceptre du monde.*" (The world-commanding sceptre of the deep), is a verse of the composition of **Lemierre** (author of *Cerumis*, a tragedy;) of which verse he was so extremely proud, that he used to call it (*κατ' ἐξοχην*) "*mon vers.*"

† *Psalm* cvii, 23.

Fortunately for the public, he did survive the completion of that task; and fortunately for the readers of the Naval Chronicle, the writer of the present lines, in the course of his researches connected with another branch of this publication,* of which he has the habitual superintendance, entered into a correspondence with the deceased subject of this memoir, which led to his obtaining such heads of biographical information, as, coupled with subsequent assistance from his surviving relatives, have enabled the writer to undertake this sketch of his life and public services.

Matthew Flinders was the eldest son of Mr. Matthew Flinders, a surgeon, settled at Donington, near Boston, in Lincoln-shire, and of Susanna, his wife (whose maiden name was Ward): a man of education, and excellent moral habits, much esteemed for his professional abilities, and whose father and grand-father had successively and successfully practised the medical art in that neighbourhood. Besides Matthew, his parents had another son named Samuel Ward, now a lieutenant in the navy, and several daughters. He was born at Donington, on 16th March, 1774.

Being designed to follow the profession of his father, after passing some years at a reputable free-school in Donington, he was at the age of 12 years sent to a grammar-school at Horbling, in the same county, then conducted by the Reverend John Shinglar; where, in addition to the usual english studies, he acquired some knowledge of the latin and greek classics. After a stay of three years at this seminary, he returned home to prosecute his medical education: but for this he evinced little or no inclination, and having met with, and read, partly by stealth, that book to which Britain is indebted for so many of her most valuable sailors, the venerable recorder of the ship-wrecked narrative, ROBINSON CRUSOE,† Flinders felt inspired with all the spirit of enterprise, and restless desire of peregrination, with which those surprising adventures hardly ever fail to fire the youthful mind: so, resolving upon a sea-faring life, he wrote to a cousin, John Flinders, who had served his time under Admirals Gardner, and Affleck, to express his wishes. His cousin in answer stated:—the little chance there was of success in the navy without powerful interest;* that he himself had served nearly eleven years, and had then but slender hopes of attaining to a lieutenant's commission;† but that he had better at all events study *Euclid* and *Robertson's elements*, and make himself well acquainted with *Moore's navigation.*

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* Hydrography; from volume xviii, down to the present one.

† When Captain Flinders returned to his present biographer, the sheet of printed biographical interrogatories, adopted in this department of the Naval Chronicle at the suggestion of a correspondent (PLUTARCH: N. C. xxviii, 114.) there was found written opposite to No. 24: "Juvenile or miscellaneous anecdotes illustrative of individual character? *Induced to go to sea against the wish of friends, from reading Robinson Crusoe.*" The biographer also happening to understand, that to the same cause, the navy is indebted for another of its ornaments (Admiral Sir SIDNEY SMYTHE), was in a great measure thereby led to give another studious reading to that charming story; and thence to adopt a plan for

The ardour of our young sailor was not to be so damped; and he attended only to the advice contained in the latter part of this admonitory epistle. He sat himself to work, and before a twelve-month had elapsed, he, unassisted by any master but Hamilton-Moore, so far taught himself alone navigation, that his knowledge of trigonometry surpassed that of the school-master of his native place.

This was in the year 1790: when being 16 years of age, and having received some encouragement from a female cousin,‡ at that time preceptress to the two daughters of Captain (afterwards Admiral) Pasley,§ he (in the month of May) ventured to present himself as a volunteer on board the Scipio, then lying at Chatham; was kindly received by that officer, who commanded the ship, was put upon her quarter-deck; and afterwards followed him into the Bellerophon. But the causes of the armament of which this ship

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its republication, now almost at maturity. ROBINSON CRUSOE, illustrated with explanatory notes, and embellished by maps, and cuts of technical or scientific subjects, edited by the HYDROGRAPHER of the 𝔑. 𝔆. will be published at the office of this publication in the course of a few weeks; under the designation of the "Naval-Chronicle edition;" and is hereby recommended to the early notice of the patrons thereof, and, in general, of all those engaged in the tuition of youth.

* "INTEREST:—a baneful, but alas! too familiar and true an expression. Is there no remedy?

† It is, however, due, in justice to the memory of Admiral Affleck, to state, that John Flinders, after long being his follower, was made a lieutenant into the Cygnet, sloop-of-war; on board which ship he soon after died in the West Indies, of that destructive epidemic, popularly termed the "yellow fever."

‡ This lady is since married to —— Newbold, Esq. of Kingston-upon-Hull.

§ A biographical memoir, accompanied by a portrait, of Admiral Sir Thomas Pasley, is in the 𝔑. 𝔆. vol. iv.

was part, having ceased, and an expedition being just fitted out under Captain (now Admiral) W. Bligh, for the purpose of transplanting the Bread-fruit tree from the Friendly-isles to those of the West-Indies, our adventurer, who never accustomed himself to inactivity, in 1791, with the assent of his patron, Captain Pasley, embarked on the Providence; and from thence may be dated that predilection for nautical discovery, which became the ruling passion of his life.*—(Bread-fruit is the *artocarpus incisa*, LINN.)

In this voyage he proved an useful auxiliary to Captain Bligh; for he was ever ready to assist in the construction of his charts, and in astronomical observations: indeed, although still but a very juvenile navigator, the latter branch of scientific service, and the care of the time-keepers, were principally entrusted to him.

After his return home in the latter part of 1793, he again joined his old commander, whose broad-pendant, as commodore, was flying in the Bellerophon;† and in the memorable fight of the 1st of June, was aid-de-camp to that distinguished officer.

As it is the smaller and unobserved actions of a man's life, that give the greatest insight into his character, we relate the following anecdote. When Lord Howe broke the French line on that decisive day, the second ship from the Queen Charlotte was the Bellerophon; her guns would bear on three of the enemy's ships, and some of those on the quarter-deck having been left loaded and primed by their men while called off to trimming sails, &c. Mr. Flinders, having at that time no other but the general orders to fire away as fast as possible, seized a lighted match, and at the instant his ship was passing under the stern of a French three-decker, fired in succession as many of the deserted guns as would bear, right into her. Commodore Pasley having observed his actions, shook the young hero violently by the collar, and sternly said, "How dare you do this, youngster, without my orders?" Mr. Flinders innocently replied, "he did not know, but he thought it a fine chance to have a good shot at 'em."

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* Although the memoranda with which the biographer has been favoured by the late Captain Flinders' relatives do not allude to the circumstance; yet a regard to accuracy renders it proper to mention, that Captain F. himself, in answering the 9th biographical query: "First and other ships he ever sailed in?" names the Dictator as the third in order, between the Bellerophon and Providence: but as he neither mentions the captain, nor alludes to any other circumstance connected therewith, it was most probably a mere temporary turn-over, or guard-ship rating, not to lose any time of servitude.

† The conduct of the Bellerophon is particularly described in 𝔑. ℭ. i, 20; iv, 359.

After returning to port from this battle, being still fonder of voyages of discovery than of the regular routine of service, our navigator, in July or August, 1794, joined H. M. S. Reliance, commanded by Captain Henry Waterhouse,* formerly fifth lieutenant of the Bellerophon: In the Reliance, Captain, now Admiral, John Hunter,† was to embark as governor of the young colony at Port-Jackson, on the coast of New S. Wales. In this voyage he flattered himself that opportunities for following his favourite pursuit would frequently occur; and in this he was not disappointed; for where such opportunities did not occur of themselves he contrived them, pointed them out to the governor, and faithfully realized that officer's views. It was not, however, until the 15th of February, 1795, that the Reliance left Plymouth, in company with the grand fleet, under Earl Howe; and perhaps the greatest number of merchant ships for various destinations, that ever at once quitted the English shores. Previous to sailing, as his absence was likely to be protracted for a number of years, he paid a visit to his friends in Lincolnshire; when finding his brother Samuel was inclined to follow the same career, he prevailed on his father to let him join him in the Reliance as a volunteer.

In September, 1795, he arrived at Port-Jackson, and suffered only a month to elapse, before he and his friend, Mr. George Bass, surgeon of the Reliance, being unable to procure any better equipment, began operating, in a little boat of eight feet long, called "Tom-Thumb;" they entered Botany Bay, and explored George's River twenty miles farther up than it had been carried by Governor Hunter's survey. But to give an account of the different excursions, hazardous undertakings in boats and small vessels, as well as the miraculous escapes of our daring explorer, during the nearly five years stay of the Reliance in the service of the colony, would exceed the limits of this species of narrative, as well as anticipate the pleasure the reader will enjoy in perusing the published account of the *Voyage to Terra-Australis** itself: he is, therefore, referred to the Introduction of that publication; whereby he will be satisfied that, amid difficulties insurmountable to most other men, no occasion was lost, nor exertion spared, to promote the geographical knowledge of this new and interesting portion of the globe.

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* Captain Waterhouse departed this life, 27th July, 1812. See 𝔑.𝔆. vol. xxviii, 264.

† See 𝔑. 𝔆. vol. vi, for the memoir and portrait of this officer.

He passed his examination for the rank of lieutenant at the Cape of Good Hope in 1797, and was appointed, in a vacancy, acting lieutenant of the Reliance, by Governor Hunter, on her second arrival at Port Jackson: an appointment he principally attributed to the kind offices of his friend, Captain William Kent,† who well discerned his merit; and it was afterwards confirmed by the Admiralty; which circumstance he always thought arose from some favourable representations from his first patron, Admiral Sir Thomas Pasley,

On the return of the Reliance to England in the latter part of 1800, such were the signal services he had rendered to navigation and geography in New Holland, and such the merits of the charts and information which he laid before that great promoter of useful knowledge, Sir Joseph Banks, that this gentleman, after writing to the Admiralty on the subject of a further voyage of discovery, pointed him out the fit person to carry the plan in execution. In consequence of which, early in 1801, Lieutenant Flinders was appointed to the command of the Xenophon, then lying at Sheerness, under orders to fit out for this particular service; her name was changed to the INVESTIGATOR, pursuant to directions from the lords-commissioners of the Admiralty; and previously to sailing on this service, Lieutenant Flinders received the rank of commander.

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* TERRA-AUSTRALIS:—the name which Captain Flinders appears to have affixed unto the tract of land hitherto most unscientifically called "New-Holland." We have long wished to see it receive a more appropriate appellation. The one in the text is certainly more descriptive; but we do not altogether approve of the needless recourse to a dead-language. Why not call it more concisely *Australia?* or else, to denote its contiguity to that division of the globe, under which it is properly classified, why may it not be called either *Australasia*, or *Austr'asia?* But really *New*-Holland, *New*-South-Wales, and a score or two more of such unmeaning *new* titles tacked to old countries, which being inhabited, cannot have been without some local name, is quite surfeiting.—HYDROGRAPHER 𝔑. 𝔆.

† This officer also has since paid the debt of nature on the Mediterranean station, on 29th August, 1812. The Editor has been encouraged by Admiral Hunter to hope for a contribution of Captain Kent's professional biography.

During this sojourn in England, and in the month of April the same year, he married Ann, step-daughter of the late Reverend William Tyler, rector of Bratoft, in Lincoln-shire: her own father, whose name was Chappell, died at sea, in command of a vessel out of Hull, in the Baltic trade.

In July 1801, he sailed from England, and successfully performed his voyage: in about eighteen months he circumnavigated, and actually examined near the whole coast of "*Terra-Australis;*" an island little inferior in size to the continent of Europe: but at the close of these operations he was shipwrecked on an unknown coral reef.

" The Investigator was accompanied in the early part of her voyage, on the coast of New Holland, by the Lady Nelson brig, and was condemned as unserviceable at Port Jackson, in August 1803. Upon which the Porpoise was fitted to carry home Captain Flinders, and some of his officers,* in expectation of getting another ship, to renew the purposed voyage of discovery. Which, after investigating the coast of New Holland, particularly the S.W. part, would have been extended to the South Seas. The intended track of the Porpoise homeward, lay through Forest's Straits, between the coast of New Holland and New Guinea, into the Indian Ocean.

" The first notice that appeared of the shipwreck of the Porpoise and Cato, was published at Port-Jackson, in the *Sidney Gazette;* of which the following is a copy: Captain Flinders, late commander of H. M. sloop Investigator, and Mr. Park, commander of the ship Cato, arrived at Government-house, at half-past three in the afternoon of the 8th instant (September, 1803), with the following disagreeable intelligence, as communicated in a letter to the Governor.†

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* Those with a star prefixed remained at Port Jackson,

Mr. Fowler, first lieutenant of the Investigator.
Samuel W. Flinders, second lieutenant, brother to the captain.
John Atkin, acting master.
Robert Purdie, surgeon.
* Mr. Brown, naturalist.
William Westall, landscape painter.
* Mr. Bauer, botanic painter.
Mr. Mart, carpenter, (who built a schooner on the reef, in a masterly manner, although the first he had ever constructed.)

† The late Philip Gidley King, post-captain, R.N.

" 'SIR, " '*Sidney, New South Wales, Sept.* 9, 1803.

" 'I have to inform you of my arrival here yesterday, in a six-oared cutter, belonging to his Majesty's armed vessel Porpoise, commanded* by Lieutenant Fowler; which ship, I am sorry to state to your Excellency, I left on shore upon a coral reef, without any prospect of her being saved, in latitude 22° 11′ S. and longitude 155° 13′ E.: being 196 miles N., 38° E. from Sandy Cape, and 729 miles from this port. The ship Cato, which was in company, is entirely lost upon the same reef, and broken to pieces, without any thing having been saved from her: but the crew, with the exception of three, are, with the whole of the officers, crew, and passengers of the Porpoise, upon a small sand bank, near the wrecks; with sufficient provisions, and water saved from the Porpoise, to subsist the whole, amounting to 80 men, for three months.

" 'Accompanied by the commander of the Cato, Mr. John Park, and twelve men, I left Wreck Reef in the cutter, with three weeks provisions, on Friday, August the 26th, in the morning; and on the 28th, in the evening made the land near Indian Head, from whence I kept the coast on board to this place.

" 'I cannot state the extent of Wreck Reef to the eastward, but a bank is visible in that direction, six or seven miles from the wrecks. In a west direction we rowed along the reef twelve miles; but saw no other dangers in the passage towards Sandy Cape. There are several passages through the reef, and anchorage in from 15 to 22 fathoms, upon a sandy bottom: the flag-staff bearing S.E. to S.S.W. distance from three quarters, to one and a quarter mile.

" 'After the above statement, it is unnecessary for me to make application to your Excellency, to furnish me with the means of relieving the crews of the two ships, from the precarious situation in which they are placed: since your humanity, and former unremitting attention to the Investigator, and Porpoise, are sureties, that the earliest and most effectual means will be taken; either to bring them back to this port, or to send them, and myself, onward towards England.

" 'I enclose to your Excellency a letter from Lieutenant Fowler upon this occasion; and as he refers to me for the particulars of the wreck, an account thereof is also enclosed.

" 'I think it proper to notice to your Excellency, that the great exertions of Lieutenant Fowler, and his officers, and ship's company, as well as the passengers belonging to the Investigator, in saving his Majesty's stores, have been very praise-worthy; and I judge, that the precautions that were taken, will exonerate the commander of the Porpoise from the blame, that might otherwise be attached to the loss of his Majesty's armed vessel. I have the honour to be, &c.

Mattw. Flinders

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* The direction of the ship's course remained with Captain Flinders. The Porpoise had been originally a Spanish packet.

The following is an extract from the narrative of an officer of the Bridgewater, giving an account of the melancholy catastrophe, and describing the situation of the shoal.

"The Cato was standing right on us, whilst wearing; and luffing up close under our bow, we called to her to put her helm a-starboard, fearing she would be on board of us; in which case we must both inevitably have been on shore; she did so, and luffed up close under our stern.

"The ship's head now drew off the reef; and in a few minutes, we happily cleared the surf, and perceived the ship drawing fast from a fate so recently appearing unavoidable. The officers were assembled, and Captain Palmer spoke to us as follows: 'Do you think it prudent, considering circumstances; the darkness of the night, the swell, the heavy surf (for so the reef was), with the uncertainty of our safety; to attempt sending, or giving the Porpoise any assistance? or would it not be more prudent, to stand off and on, and be ready to give every assistance in the morning?'* The latter was thought most advisable, as the former could only have terminated in the sacrifice of officer, boat, and crew.—We stood off and on during the night, which was tempestuous, with frequent and violent squalls of rain and wind. In the morning, at day-light, we saw the Porpoise was nearly buried in the surf, her bow and bowsprit only showing themselves; and we had the melancholy sight of the Cato, having shared the same fate: this was augmented by the impossibility, from the violence of the weather, of rendering them any assistance. We lay between the reefs till the following day; when, lying-to, we again made the reef, and could see little, or nothing, of the wreck of the Porpoise remaining; and the Cato, with her bottom exposed to a tremendous surf: not a soul out of the two ships was it in our power to save.

"This shoal is in extent about four or five miles, stretching N.N.W. and S.S.E. in longitude 155° 41′ east, and south latitude 22° 20′. We passed, after this, through Shortland's, and Dampier's Straits. The Bridgewater afterwards proceeded to Batavia for the purpose of obtaining refreshments; and during her stay there, intelligence was received of the renewal of hostilities: in consequence, Captain Palmer took advantage of a land wind, and slipped his cable in the night.†

This difficulty, however, Captain Flinders surmounted; procured from Governor King, and safely conducted to the fatal reef, a vessel, sufficient to convey his officers and people to China; and still persevering in his intention of getting himself and his valuable discoveries to England with all possible expedition, crossed the great southern ocean in a schooner of 29 tons burthen, named the Cumberland, when, on the 17th of December, the very day four months on which he was wrecked, he entered Port Louis, in the Isle of France. Here, in contempt of his commission and passports from the friendly powers of Europe, he was cruelly detained, and lingered out an imprisonment of six years and a half. This conduct of the French governor showed that he was worthy of his Corsican master, and the name of DE-CAEN* will be consigned to infamy as long as mankind shall consider it honorable to promote science, and virtuous to practise hospitality. On his return to his native land, in October 1810, he was promoted to the rank of post captain; and the then first Lord-commissioner of the Admiralty (Mr. Yorke) was considerate enough to date his commission the 7th of May, 1810; as far back as the time that minister came into office. It would appear, that this was all that could be done consistently with the rules of that department; although Mr. Yorke acknowledged, that had Captain Flinders arrived in England safely with his charts and discoveries in 1804, he would at that time have merited the promotion he received in 1810. Thus a loss of rank for six years was one of the evil consequences arising from his abominable and (among civilized nations) unprecedented bondage.†

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* Why this was not more effectually done, does not appear. But, according to our information, a young midshipman immediately stepped forward, and begged, that Captain Palmer would allow him to collect volunteers, that he might go to the assistance of his countrymen.

† See Naval Chronicle, xii, 450; xvii, 130, 223, 325, 405; xvii, 52, 134, 401, 485.

About this time, that is, in the beginning of 1811, Captain Flinders received the commands of his superiors to undertake the publication of his voyage, in order to form the sequel to those of Cook and Vancouver. And it was during this period of literary seclusion, that the Naval Chronicle being presented to his notice, obtained no small share of his regard. Besides answering the established biographical enquiries with the utmost candour, Captain Flinders was always accessible to reference touching any nautical or scientific points upon which the Hydrographer (without personal acquaintance) took the liberty of consulting him, and liberal to the greatest degree in imparting his knowledge:‡ as the reader will be thoroughly convinced of by a perusal of the following unadorned epistle:—

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* Naval Chronicle: xiv, 332.

† *Ibid.* xii, 450; xvi, 130, 223, 325, 405; xvii, 52, 134, 401, 469.

‡ *Ibid.* xxvi, 231.

SIR,

I have had the honour to receive your printed letter of queries, as to my life and public services; and return it with notes, as desired. My Voyage will not, as I expect, be out of the press before 1814; so that the mention made in the newspapers was premature, and without my knowledge. At the proper time, I shall be willing to have it announced in the NAVAL CHRONICLE.

I am sorry it is not in my power to give much information upon the charts of Ceylon, of Saldanha Bay, and of the Cape of Good Hope. I do not recollect how they lay down the Trident, or Whittle, rock. The following marks for it were given to me at False-Bay:—

Cape Point, by compass, S.W.½ W. Noah's Arch, distant 6 or 6½ miles. N.W. b. N. Cape Hanglip, S.E. ¾ E. Muusenberg Houses, N. ¼ W. It lies four miles from the shore to the westward; and has 12 feet upon it at low water. As to Mauritius, the best chart I have seen, is that published in Grant's history of the island; although, like all the rest, it is defective in the interior. The latitude of Port Louis is 20° 10′ S. and longitude, from a series of lunar observations, 57° 45½′ E.; but these observations having been made in 1804 and 5, when the errors of the lunar and solar tables were considerable, it is probable that the longitude is from 10′ to 15′ too great.

The insertion of the note upon the magnetism of ships, in the next N. C.* will make more generally known a subject which is interesting to every commander of a ship; and probably be the means of preventing some accidents: as such, I hope it may be acceptable to the readers, and it will be agreeable to me. I am, Sir, &c.

Mattw. Flinders

Hydrographer of the N. C.

This was shortly followed by another demonstration, both of his unabating ardour for the propagation of useful knowledge,* and it is allowable to add, the estimation in which he held this particular vehicle of the same. In the course of the Hydrographer's frequent (but not more frequent than deserved) reference to an eminent hydrographic authority, a quotation therefrom upon the specific subject of magnetism,† elicited from our navigator a *critique*, equally characterised by accuracy and liberality: which received insertion under the appropriate head in this work: but as its readers are necessarily a fluctuating body, and the subject is of importance to navigation (independently of the light this correspondence throws upon individual character), the biographer hopes to stand excused for again laying this genuine production of the sailor's pen before them.

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* Naval Chronicle: xxviii, 232. † *Ibid.* xxviii, 318.

SIR,

In the NAVAL CHRONICLE for the last month (page 319), under the head HYDROGRAPHY, is an extract from HORSBURGH's *Directions for sailing to and from the East Indies;*" a work, in which the well-earned reputation of the author makes error proportionably pernicious, should error be there found. That part of the extract upon which I propose to make some observation, is as follows:—

"If the magnetic north points to the eastward of the true north, the variation of the compass is said to be westerly; and it is called easterly variation when the magnetic north points to the westward of the true north pole of the world. So, according to the denomination in vulgar use, if understood literally, it names the variation of the true north from the magnetic north, and not the angle of aberration of the magnetic meridian from the true meridian, which is intended."

I have not the *Directions* by me, but conclude that the extract is correctly made; and, after premising, that a difference of opinion is not inconsistent with that respect which I do certainly entertain for Mr. Horsburgh, as a zealous searcher and promulgator of what he believes to be true and useful, I have to observe, that the above passage appears to me to contain an error; not in any particular part, but throughout; and, consequently, I believe, that the denominations of the variation in vulgar use are correct: that is, when the magnetic north points to the eastward of the true north, the variation of the compass is said to be, not westerly, as above, *but eastward;* and that this is right.

In allowing the variation upon magnetic courses or bearings, it is admitted that no error exists in the common practice; and the question, therefore, turns wholly upon the correctness of the denomination. A north course by compass, where there is two points west variation, is N.N.W. true, or by the world. The magnetic north, does it then point to the eastward of the true north, as Mr. Horsburgh says, or does it point westward, as I presume to think?

Take two compass cards, and place them one upon the other. Consider the lower card to show the true points, and the upper one the magnetic, or compass points. Then, since the magnetic north, with two points west variation, is identical with the true N.N.W. place the north of the upper, or magnetic card, over the N.N.W. of the under, or true card. It will then, as I think, be evident, that the magnetic north points to the westward of the true pole of the world; and that the denomination in vulgar use, understood literally, is right. If it can be shown to be otherwise, I shall be happy to see the proofs, and to correct my opinion.

In another part of the extract from Mr. Horsburgh's work (N. C. p. 320), it is mentioned, that Captain P. Heywood, of H. M. S. Polyphemus, made an experiment at Spithead, to ascertain the change in the variation which might arise from the direction of the ship's head being altered from the eastward to the westward; "but he could not perceive any aberration of the needle." Whoever knows Captain Heywood, will not doubt of his accuracy; but the compass not being placed upon, or at the binnacle, it does not solve the question of differences, even for the steering compasses of the Polyphemus. Captain Heywood was present, in May 1812, when the experiments instituted by order of the Admiralty, were made on board the Devastation bomb, at Spithead; and I believe it would not now surprise him, more than it would me, if, in his first observations, the variation, instead of being greater when the head was westward, as was the case in the Investigator, he had found it several degrees less; since the compass was placed in the fore part of the ship, near, or upon, the knight-heads. I am, Sir, &c.

The Hydrographer of the Naval Chronicle.

Matthew Flinders.

P.S. If agreeable to the Editor, and it can be done, he is requested to communicate this letter to Mr. Horsburgh; and to suppress the publication of it, should such be the wish of Mr. H.

The P.S. to the above has furnished an additional reason for reprinting this letter, because it not only places the goodness of Captain Flinders' motives in a very just light: but it also offers occasion to render equal justice to the other estimable man of science therein named, Mr. HORSBURGH: who equally above disguise, and free from the proverbial waspishness of authors, at once admitted, and satisfactorily explained the causes of, the error thus pointed out (which in fact was partly a clerical and partly a typographical *erratum*, such as a very voluminous work is unavoidably liable to). That this amicable controversy was closed with reciprocal sentiments of respect between the parties, the following and last document of the series exhibits conclusive and gratifying evidence:—

Captain Flinders presents his compliments to the Hydrographer of the NAVAL CHRONICLE, and has the honour to acknowledge the receipt of his note, relative to the extract from Mr. Horsburgh's *Sailing Directions*. He has, also, received a letter from Mr. Horsburgh, wherein Mr. H. candidly, avows the error into which he had inadvertently fallen. The object which Captain F. had in view, in making observations upon the extract, being solely to prevent the circulation of what appeared to him to be an error, so much the more pernicious from being given on such authority as that of Mr. Horsburgh, he begs of the Hydrographer to insert, in the next number of the NAVAL CHRONICLE, such an article or note on the subject as will answer this purpose; and Captain F. wishes this should be done in the form and manner which shall be most agreeable to Mr. Horsburgh.

London, November 11, 1812.

We may now return to Captain Flinders' grand occupation; which, after immense labour and mental exertion, coupled with privation of needful bodily exercise, and also curtailment of rest and ease, he, fortunately for science, completed. But, an organic disease of a chronical character, engendered no doubt by the early hardships of his professional life; aggravated by the pestilential tyranny of Buonaparte's satellite; and finally rendered fatal by the improper regimen induced by his literary avocations, terminated his career, a few days only prior to the appearance of his elaborate publication, that is to say, on the 19th July, 1814, at the age of 40 years.*

In the outset of this narrative (page 178), is the well-authenticated anecdote of Flinders's juvenile study of the "venerable recorder of the shipwrecked narrative," as illustrative of individual character. The close of our hero's life has evinced the hold that that seductive narrative had of him, and exhibits strong and additional evidence of the truth and justice of the poet's allusion to the "master-passion strong in death." Nine days only before his decease, he addressed the following note to the writer of the present memoir:—

Captain Flinders' compliments to the Hydrographer of the NAVAL CHRONICLE, and will thank him to insert his name in the list of subscribers to his new edition of Robinson Crusoe; he wishes also that the volume, on delivery, should have a neat common binding, and be lettered,

London Street, July 5th, 1814,

Captain Flinders has left issue one daughter, two years of age, who with his widow is but scantily provided for by the small property he had attained during long employment in a laborious but unprofitable branch of his hazardous profession. It is to be hoped and expected this will not escape the notice and consideration of those who have the administration of the national bounty: for he died, if ever a man did, a martyr to his zeal for his country's service. Of the successful and persevering pursuit of his favourite calling, his Voyage in the INVESTIGATOR will afford the best proof, and it will remain an imperishable monument of his undaunted spirit, and irresistible ability. So strong was his predilection for the adventurous service of discovery, that to his friends he has frequently been heard to say, that, "if the plan of a Discovery-Voyage were read over his grave, he should rise up, awakened from death." After his shipwreck, on returning 730 miles in an open boat to Port Jackson, the governor and officers greeted him with the name of "*Indefatigable,*" a title which it may be expected his country, when acquainted with his merit, will not hesitate to ratify.

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* Naval Chronicle, xxxii, 68.

His private character was as admirable as his public one was exemplary: his integrity, uprightness of intention, and liberality of sentiment, were not to be surpassed; he possessed the social virtues and affections in an eminent degree, and in conversation he was particularly agreeable, from the extent of his general information, and the lively acuteness of his observations.

NAUTICAL ANECDOTES AND SELECTIONS.

A SAILOR TURNED MANTUA MAKER!

THE second mate of Mr. Turnbull's ship (see his Voyage) was so determined in his request to be permitted to take a female native of the Sandwich Islands on board the Margaret, that it was not deemed prudent to refuse him that privilege.

He was passionately fond of his mistress, and spared neither expense nor pains to equip her in the most handsome style. She was in truth in a most woeful plight when they received her from her relations, being brought to him without either wardrobe or jointure, but just as she stood in her native dress. It was necessary to clothe her anew—no easy task in a ship where there was neither mantua-maker nor linen-draper. Her husband therefore purchased several purple-bordered muslin shawls, on which, at every leisure moment, he worked in his best manner, until at length he produced a sort of long robe, stitched together rather than sewed: when fitted on the lady, it had much the air of a leopard's skin, from the multitude of spots caused by the crossing of the borders in all directions. That her finery might be of a piece, and she appear a little *a-la-mode Brittanie,* it was necessary she should wear pumps. The robe not only fitted, but delighted the poor girl, but with the pumps she would willingly have dispensed. It was her husband's will, however, that she should wear them, and she reluctantly submitted: this was no small sacrifice on her part, for when the shoes were tied on, she moved as if she had been iron shod. This was too painful to be long endured; she therefore requested to be unfettered: he consented, and her finery was laid aside till she arrived at Otaheite. One of her husband's shirts was substituted for common wear, during the passage.

From the first moment of the ship's arrival, she was received with uncommon attention by the ladies, who flocked round her in crowds, regarding her attentively from head to foot, and complimenting her very courteously. Whether it was that her colour so nearly resembled their own, or that the splendour of her dress so far exceeded any thing they had before seen, they were in raptures with her: every one pressed eagerly forward to pay their respects. After they had gazed awhile in this manner, the women withdrew with her into the ship's hold. The cause of this privacy was unknown—whether they suspected it was some man dressed up to impose on them, or that, previous to her reception amongst them, there was a kind of masonic ceremony to be observed; but so far is certain, that, from what the woman said, they examined her very closely. None were more busy on this occasion, than some of the branches of the royal family.

CEREMONY AMONGST SAILORS ON CROSSING THE LINE.

As this ceremony is of long standing amongst sailors, and though somewhat ludicrous, yet, when well acted, is sufficiently amusing, we shall insert it here.

On this very important occasion, one of the most comic characters (the uglier the better) amongst the ship's company, is selected to represent Neptune. This point settled, the next is to choose a suitable retinue of attendants to act as tritons, sea-horses, mermaids, &c. as the circumstances of the case will admit. From amongst these a kind of committee is chosen to arrange the embellishments and decorations suitable for the occasion; such as painting, perfuming, powdering, &c. Invention is at this time on its utmost stretch who shall most excel in metamorphosing themselves into such extravagant characters, so as not to be recognised: this arrangement occasions a great stir and bustle—no peeping behind the scenes—if any one should venture, even of their own party, it is at his peril. The important moment arrived, Neptune, (as if really issuing from his watery element) from behind a screen hanging across the fore part of the ship, with a voice as of an infernal, demands, through a speaking trumpet, "*What ship is this—what is the captain's name?*" At this instant, down drops the screen, and Neptune, with his attendants, is seen arrayed in all his pomp and majesty, seated on a triumphal car (generally a gun-carriage, with a grating run across it), holding in one hand a tremendous whip, and in the other a fish-gig or pair of grains as a trident, and having his queen Amphitrite in his left. They are welcomed on board in due form by the officers, and invited to visit the quarter-deck. After this invitation being given, Neptune lays about him with his whip, which so quickens the speed of his statesmen, privy-counsellors, and coach-horses, as often to upset the charioteer, with the two exalted characters in support. On arriving at the quarter-deck, Neptune immediately enters into a very interesting conversation with his old friend the captain, knows him extremely well, remembers him since he was a boy, &c. The captain, out of respect and politeness, invites him to partake of a glass of wine, liquor, or grog. Amphitrite looks somewhat sulky at this, and rates her husband about getting tipsey, and then being in an ill humour, and in his airs. Neptune at first threatens to thrash the goddess wife, for daring to talk whilst he was so deeply engaged, but ultimately advises her to take a drop, with which advice she complies, and thus peace is restored. This altercation settled—Neptune proceeds in his speech—and upon its conclusion, gives orders that his young visitors (who have all this time been confined under hatches, like so many devoted victims) may be produced. This order is generally given loud enough to be heard below, and warns them that the catastrophe approaches. Neptune's police officers proceed to put his orders in execution: the party, for fear of a mutiny, are brought blind-folded, one by one, on deck, and placed above a large tub of water, sitting on a stave or piece of wood laid across. A ludicrous oath is administered—after the manner of that at Highgate, and Neptune's barber lathers him with a mixture of pig's dung, cook's fat, thick soot, tar, &c. &c. &c. all beat up together, and immediately applies his razor (an old iron hoop, full of notches) with so little ceremony or mercy, as often to tear the very flesh. This operation finished, some one of the bye-standers trip the stave from under him, and down he souses to the bottom of the tub. At this moment the ship's company pour upon him such a deluge of water, that if he were at the bottom of the ocean, he could not be more completely inundated. The wetting scene becomes general for some time, till Neptune pleases to order a fresh subject, who undergoes the same operation; the party just shaved being generally the most forward to duck his old acquaintance and fellow-prisoner. The whole of the novices thus treated, a tub of grog is served out to the ship's company, and after two or three hours hard work, scraping and scrubbing, to put themselves once more in the shape of human beings, the remainder of the day is devoted to mirth and hilarity, and every means in their power used to raise the wind for a farther supply of grog.

SOLITARY LIFE OF A BOTANY BAY CONVICT.

The vice of gaming having tempted him to stake the weekly allowance for his mess which he had drawn, and having lost it, he was so terrified by the prospect of punishment, that he withdrew into the glens and woods. Search was made for him in vain; for, keeping close by day, and making his marauding excursions for provisions only by night, in spite of the narrow compass of Norfolk island, he carried on his depredations undiscovered. His nocturnal movements were solely confined to the supply of his necessities, in procuring Indian corn, potatoes, pumkins, and melons. He seldom visited the same place a second time; but shifting from place to place, contrived to escape before he was discovered. In vain was a reward offered for his apprehension; and year after year every possible search was made: at times it was thought he was dead; till new losses convinced the planters of the existence and the dexterity of the robber.

His pursuers were often so near the fugitive, that he frequently heard them express their desire to take him. Some pursued him from humanity, and more of the convicts for the sake of the spirits held out as the reward of his apprehension. At last this extraordinary chase became a general amusement: this concurred to aggravate the fears of the culprit; but no punishment was intended—it was thought he had more than sufficiently punished himself: of these humane considerations he knew nothing, and the keener was the pursuit, the more vivid were his terrors.

Chance, however, at last effected what had baffled every plan. One morning, about break of day, a man going to his labour, observed some one hastily crossing the road, who, he thought, might be the long-lost prisoner. The fugitive was pursued, and as he leaped a hedge, a stake passed between his back and the sort of knapsack in which he carried his store; and thus singularly fixed, he was easily secured; his trepidation was extreme: on being brought before the governor, never did a condemned criminal feel more acutely: he anticipated immediate execution; and, as any one approached, he anxiously turned his eye, as though in dread of seeing the executioner. His person was such as might be expected from his long exclusion from society: his beard had never been shaved—he was covered by rags he had picked up in his excursions, and even his language was unutterable and unintelligible.

He was some time before he could be made sensible of his safety and it was no easy task to restore him to the habits of civilized society, of which, after years of savage solitude, he became a very useful member.

A SEAMAN LEFT ON A DESOLATE ISLAND.

The captain of the Margaret, in order to recruit his stock of fresh water, had been compelled to stop at one of the Cocoa islands, with which the surface of the South Sea is studded, not one half of which, however fertile or beautiful, are inhabited. The party which landed, wanting some cocoanuts and tree cabbages, and scorning the ordinary method of gathering the fruit, cut down the trees, and were busily and merrily at work, when their mirth was converted into terror by a most hideous noise. The whole party stood aghast with terror, expecting some monster to rush in amongst them; some were for leaving the island, and taking to their boat—the sound approached—warning them in good English to desist: they were more alarmed than ever—thinking it was some supernatural agent threatening terrible punishment. Sailors are proverbially cowards in all cases where ghosts are concerned—and a general flight seemed inevitable. A council of war was held, and after some *pros* and *cons*, they at last manfully agreed to stand firm by each other, and wait for the enemy.

He advanced! a savage in appearance—and by reproaching them for their invasion of his dominions, convinced them he was a mortal like themselves, and a fellow subject. He said *he had been left ashore there*, as well as he could tell, about four months. His beard had not been shaved—his skin was filthy to an extreme degree, his garments were in tatters, and his whole appearance calculated to inspire horror and disgust. He was rather reserved as to the cause of his being left on a desert island, *with every probability of perishing*: * he had subsisted upon cocoa-nuts, and the land and sea crab, and such fish as he could catch; he one time caught a live hog, but from want of salt could only live upon it two days. He had built himself a house—*i. e.* sunk three posts in the ground, so as to form a complete half of a regular bisected cone. The roof was doubly and trebly matted with the leaves and smaller branches of the cocoa-nut tree; the place appeared rather a dog-kennel than a house—the furniture corresponded—a dirty flock-bed, an axe, and a pocket-knife, were all his moveables: he was almost 400 miles from any human habitation, and almost an immeasurable distance from his native home: yet, strange as it may appear, he seemed contented with his situation, and demanded exorbitant wages to come on board our vessel; and at last, when he entered, he seemed to consider the obligation mutual.—

THE SURGEONS IN DISTRESS.

At the conclusion of the peace of Amiens, some British surgeons were engaged by the late King of Sweden, to serve in his ships of war. But they were greatly perplexed and mortified on being requested *to shave the whole ship's company!* It was in vain they expostulated—that duty belonged to their station, and do it they must. The Swedish sailors would not believe that a surgeon who did not know how to shave, could be good for any thing: however, after some unpleasant altercation, the dilemma was stated to Gustavus; and whether it was to save the dignity of the surgeons, or the *skins* of his sailors, that duty was dispensed with.

SINGULAR NAVAL COSTUME.

The officers of the Swedish navy are considered as military officers, and in full dress, are obliged to *wear spurs!* It used to excite the surprise of our officers, on walking aft, to see the captain of the ship strutting about the quarter-deck with spurs on. As to the jack-tars, it put them in such a rage, they would have advised a war with Sweden, to oblige the King to lay by the offensive costume, which irritated and offended in an uncommon degree.

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* The Editor was informed by a seaman who resided three years in *Owhyee*, that the practice of *setting seamen ashore* on desert islands, by ships bound on those distant voyages, *is by no means uncommon*; and the owners of every ship that goes past Cape Horn or Good Hope, should be bound under heavy penalties to give a true account on their return, of the whole crew they took out; which should be published in the Gazette, or some other effectual way, whereby any fraud might be detected. The outcry against the Hon. Captain Lake was great and general, and most deservedly so—but the same offence should excite the same indignation, if committed by a plebeian offender.

A SAILOR'S REBUKE.

There was lately on board the Undaunted, when commanded by Captain Usher, a seaman, who had a remarkable taste for carving, and whose ingenuity had been conspicuously exerted in ornamenting the cabins and stern of that frigate. Captain ——— of ——— the head of whose figure-head had been recently shot away, went on board the Undaunted, in hopes of getting another head supplied by this ingenious sailor. His disposition was reported as not of the most mild or forbearing kind; and on account of having inflicted *sixteen dozen lashes* upon a sailor for drunkenness, he was commonly called by the foremast-men, "*sixteen-dozen-Jack.*" When he got on board, he asked Captain Usher to let his carver supply a head to his figure. The carver was called, and Captain Usher communicated to him the wishes of Captain ———, to which the blunt tar replied by a significant shrug of the shoulders. The officer was very urgent, and told him he should not care *what he gave him*, if he would replace the head. "Can't do it, Sir—can't do it—it is no use to try at it—I am sure I can't do it."—"I will give you any thing you desire," said the captain, "if you will oblige me."—"It's of no use, Sir; for I could'nt do it if your honour would give me *sixteen dozen.*"

A FUGITIVE DETECTED.

About twenty years since, a young gentleman, well born and educated, on account of some miff, and having a strong predilection for the sea, ran away, and entered before the mast on board a man of war. As his elder brother, who was then a naval lieutenant, was just stepping ashore near the Sally-port, at Portsmouth, he saw his long-lost brother approaching, carrying a quarter of beef on his shoulders towards his boat. The moment the run-away saw he was discovered, he hove the beef down, and strove to make off; but he was pursued, and taken. The result was, that he was, by his brother's interest, promoted to the rank of master's-mate; and after signalizing himself on every occasion that offered, he soon overtook his brother in rank, and is now a *post-captain;* while that same brother, whose merits are universally acknowledged as to valour and seamanship, and gentlemanly conduct, still remains a lieutenant!

DISCIPLINE ON BOARD EAST INDIAMEN.

The captain of the ———, East Indiaman, once set a petty officer about a particular job, which he wished to have finished off hand; and he told him, *at his peril*, not to quit it till done, let who would call him. A short time afterwards, the first mate ordered him off to some other duty. The seaman told the messenger who brought the mate's orders, what orders he had received, and that *he dared not leave off.*

When the messenger reported this to the first mate, he went to the seaman, and repeated his command: the poor fellow told him what orders he had received from the captain; when the mate, calling him "*a mutinous rascal*," ordered the old man to be started. When the boatswain's mate began to inflict the punishment, the sufferer caught him in his arms, and strove to withhold him till he could let the captain know; on this the first mate rushed upon him, and seizing him by the collar, soon disengaged the boatswain's mate, when he was scourged with thick rope ends till his shirt and skin were cut to shreds, and he dropped motionless on the deck; but in time his skin became healed—and by the time the injured seaman reached an English port, resentment subsided, and the outrage was forgotten.

In another Indiaman, the captain had a greater aversion to hear a sailor cry out under punishment, than to inflict it; and when any one *squeaked*, as he called it, he used to *double his punishment*, saying, I gave you *one dozen* for drunkenness—I now give you *two dozen* more for crying out whilst receiving the first!

AFFECTING INCIDENT.

THE captain of the Don schooner, from Gottenburg, while delivering a cargo of deals and iron to Messrs. Head and Co. of Newcastle-upon-Tyne, a few days ago, was accosted by a miserable looking young man, just returned from a French prison, beseeching a little employment. The captain, in reply, said, he was sorry that he was not in want of any additional hands, as his crew was fully adequate to discharge the cargo. The young man, in return, expressed his regret, but urged the captain to suffer him to work only for his meat, as he was literally starving for want of food. Commiserating the youth's unhappy situation, the captain complied with the condition, and the young man went cheerfully to work in the hold among the crew. Observing, on the second day, the eager assiduity of the stranger to discharge his duty, the captain asked him of what place he was a native? "Lerwick," he replied. "Lerwick—Lerwick!" rejoined the captain, "and what is your name?" "James Work," replied the youth. Palpitating with eager anxiety, and afraid he might be mistaken, the captain immediately inquired if he had a brother. "I had," said he, "but it is a long time since I saw him." "What is his name—his name?" almost breathlessly inquired the master. "Laurence Work," replied the youth. "Then you must have had letters from your brother?" says the captain. "O! yes, Sir." "Come, come, come along with me," said the captain hastily, and immediately hurried him into the cabin. "Have you any objection to shew me those letters from your brother?" asked the captain. "Certainly not," said he, and immediately produced them. The captain, assured then almost to a certainty who the young man was, produced corresponding letters to himself, and, upon the mutual correspondence being laid upon the table, each exclaimed —"BROTHER!" and they instantaneously rushed into each others arms, and, for several minutes, their feelings were so overpowered with the warmth of their affections, that neither of them could speak till tears came to their relief. Here is a picture of real life, without the aid of fiction, in that of the iron, hard-favoured British sailor, subdued by the feelings of brotherly affection, pourtraying the sympathies of the heart by tears. Oh, Nature! how beautiful is thy work, when unsophisticated by the tricks, the chicanery, and the selfishness of the world. To explain the cause of the brothers being unacquainted with each other's countenance at first sight, it is only necessary to state, that the young brother, when a perfect youth, was captured in the early part of the war by a French privateer, and had grown into manhood in a French prison.

THE following new official regulations relative to masters and pursers of the royal navy, was excluded in our last for want of room.

REGULATIONS IN RESPECT TO THE HALF-PAY, AND APPOINTMENT OF MASTERS OF THE ROYAL NAVY.

Admiralty-Office, July 26, 1814.

HIS ROYAL HIGHNESS THE PRINCE REGENT, having been graciously pleased to approve of certain regulations, proposed by the lords commissioners of the Admiralty, for the encouragement and reward of Masters of the royal navy, and for regulating the appointment of this highly meritorious and useful class of officers;—Notice is hereby given, that the following regulations have been established, by Order in Council, dated the 23d instant:—

1.—' That Masters, on their first appointments, shall be allowed their travelling expences, at the same rate and in the same manner as the lieutenants of his Majesty's fleet.

2.—' That, in lieu of the half-pay established for Masters in the royal navy by the 7th article of the Order in Council of 15th August, 1805, and the regulations appertaining thereto, the following rate of half-pay shall be established and allowed, from the 1st July instant, viz:—

	per diem.
To the first 100 Masters, being qualified for 1st and 2d rates. ..	7*s.*
To the next 200 being qualified for 3d and 4th rates.	6*s.*
The remainder.	5*s.*

—' The said rates of half-pay for Masters to be subject to the same regulations and restrictions as the half-pay of the commissioned officers of the Fleet, and also to the following regulations, viz:

—' That such Masters as shall have served five years in his Majesty's navy, two of which as acting Master, second Master, Master's-mate, or Midshipman, previously to receiving an appointment as Master, shall be entitled to half-pay immediately on his being put out of commission.'

—' That such Master as shall have served as aforesaid in his Majesty's navy, but not for the full space of five years, shall be entitled to half-pay only when the time of his service as Master, added to that before passed in the King's service, shall complete the said period of five years.'

—' And that such as shall have been appointed Master without having previously served in the royal navy, shall be entitled to half-pay after having served as Master five years. But that no Master shall be permitted in time of war, on any account whatever, to receive half-pay during such time as he shall be employed in the merchant service, or in any other occupation, unless sufficient proof be adduced to the commissioners of the navy, that such person is, from infirmity of body, absolutely incapable of performing the duty of a Master in his Majesty's navy.'

3.—' And his Royal Highness has been further graciously pleased to direct, that Masters of the royal navy, instead of being required, as at present, to pass an examination before the Masters and Wardens of the Corporation of Trinity-House, for each rate of ships separately, shall be required only to pass an examination touching their qualifications to serve as Masters of the following rates jointly.

' First and second rates jointly.
' Third and fourth rates jointly.
' Fifth and sixth rates jointly.
' Sloops and smaller vessels jointly.

4.—' And in order to prevent any unnecessary, or improvident increase of the number of Masters, and, at the same time, to ensure, that all persons warranted as Masters in his Majesty's navy, be men of experience and judgment;—

—' That no person shall be warranted as Master, until the number of Masters on the list be reduced below the number of ships on the list of the navy (exclusive of such as are building, and have not been launched), and that no more Masters shall be ever appointed, than the number of such ships at the time that any appointment of Master is to be made.'

—' That no person shall be allowed to pass an examination touching his qualifications to serve as Master in the royal navy before he shall have attained the age of twenty-one years, or after the age of thirty-five years, and have been at least seven years at sea, two of which must have been served in his Majesty's navy, in the quality of acting Master by order, second Master, Master's-mate, or Midshipman, or being within the aforesaid ages, and having served seven years at sea, shall have actually been one year or more chief Mate, and two years Master, or two years chief Mate, and one year Master, of a merchant ship; and shall produce certificates of diligence, sobriety, and good conduct, from the owners for the time he served as Master, and from the owners and Master for the time he served as Mate.'

—' That no Master shall be permitted to pass his examination for a higher rate, until he shall have served one complete year in a ship in commission, under his last qualification.'

REGULATIONS IN RESPECT TO THE HALF-PAY, APPOINTMENT, AND RANK, OF PURSERS OF THE ROYAL NAVY.

Admiralty-Office, July 26, 1814.

His Royal Highness the Prince Regent, having been graciously pleased to approve of certain regulations proposed by the lords commissioners of the Admiralty for the encouragement and reward of pursers of the royal navy, and for regulating the appointment, and fixing the rank of this useful and deserving class of officers;—Notice is hereby given, that the following regulations have been established by Order in Council, dated the 23d instant, and that orders have been in consequence given for the immediate discharge of all pursers from ships in ordinary and the cheque of the several yards.

1.—That pursers of the royal navy, instead of being considered as *standing* warrant-officers of his Majesty's ships, and borne in ships in Ordinary, or on the cheque of the several dock yards for personal pay and allowances of provisions, as at present, shall, when the ships to which they are warranted may be paid off, be immediately discharged, and allowed in lieu of their present wages and provisions, half-pay, according to the following scale, viz:—

	per diem.
To the first 100 pursers on the seniority list	5s.
To the next 200	4s.
The remainder	3s.

—The said half-pay of pursers shall commence from the 1st of July instant, and be subject to the same regulations and restrictions as the half-pay of the commissioned officers of his Majesty's fleet, and be allowed to all pursers who shall have been five years in his Majesty's service, either as a clerk or purser, from the day on which their respective ships may be put out of commission.

—That all pursers coming on half-pay shall report themselves to this office, without loss of time, in order to be placed on the quarterly half-pay lists, on pain of forfeiting the half-pay for the time not reported.

2.—In order to prevent any improvident or unnecessary increase of the number of pursers, and, at the same time, to ensure the appointment of such persons only as may be duly qualified for the duties of the situation, no person shall be warranted as purser, until the number of pursers be reduced below the number of ships on the list of the royal navy (exclusive of such as are building and have not been launched), and that hereafter the number of pursers shall never exceed the number of such ships.

—That no person shall be appointed a purser who shall be less than twenty-one or more than thirty-five years of age.

—That no person shall be appointed a purser of any of his Majesty's ships, unless he have been rated as, and actually discharged the duty of, captain's clerk in one or more of his Majesty's ships, for two complete years; or has discharged the said duty of captain's clerk for one complete year, and the duty of clerk to the secretary of a flag-officer for one other year; and shall, in every case, produce a certificate of his good conduct, pass the usual examinations, and give such security for an honest and faithful discharge of his duty, as may, from time to time, be required.

—That no purser shall be capable of being appointed to a fourth or fifth rate, who shall not have been two years a warranted purser on the list, nor to a first second, or third rate, till he shall have been five years on the list of warranted pursers.

3.—In order to give a greater respectability to the situation of this class of officers, his Royal Highness has been graciously pleased to confer on pursers of the royal navy the same rank as granted by his Majesty's Order in Council of the 25th of January, 1805, to the surgeons of the Fleet.

A COMPARISON OF THE LISTS OF SEA-OFFICERS,

Published by the Admiralty at the times stated:—

		1st July. 1798.	1st Jan. 1814.
Admirals of the	Red	none	21
	White	9	22
	Blue	13	22
Vice-Admls. of	Red	13	24
	White	11	20
	Blue	12	24
Rear-Admls. of	Red	14	23
	White	14	24
	Blue	15	24
Superannuated	Rear-Admirals	none	29
	Captains	none	37
Captains		520	787
Commanders		359	628
Lieutenants		2008	3270

ROYAL MARINES.

The following are the new rates of allowance granted to officers of the royal marines, in lieu of the present half-pay:—

	Present Halfpay.		New Allowance.		Increase	
	s.	d.	s.	d.	s.	d.
Colonel (per day.)	12	0	14	6	2	6
Lieutenant-Colonel	8	6	11	0	2	6
Major	7	6	9	6	2	0
Captain	5	0	7	0	2	0
First Lieutenant	2	4	4	0	1	8
Ditto, if commissioned seven years as First Lieutenant	2	4	4	6	2	2
Second Lieutenant	1	10	3	0	1	2

LORD COCHRANE.

This brave man, after having for some time kept the Coast of France in a state of constant alarm, sent the boats to destroy a battery then in view from his ship. They soon after returned, the object being declared impracticable. Lord Cochrane, on being informed that the boats were alongside, came to the gangway, and addressing the coxswain of the cutter (a gallant fellow, who always accompanied his Lordship on the most desperate occasions), said, "Well, Jack, do you think it impossible to blow up the battery? "No, my Lord," answered the coxswain, and twenty other voices, "'tis not impossible—we can do it if *you* will go." His Lordship instantly sprang into the cutter, and at the head of his brave party carried the battery in a moment. Jack (the coxswain) attended with a small barrel of powder on his shoulder, and the signal station was soon blown to pieces.

CORRESPONDENCE.

MR. EDITOR, *Southampton, August 24th,* 1814.

YOUR NAVAL CHRONICLE being the only publication by which there is any chance of the public becoming acquainted with naval grievances, I have to request your insertion of the following remarks on the difference in the half-pay of officers enjoying the same rank in the army and navy—which, after the declaration of ministers to both Houses of Parliament, that a liberal provision was intended to be made for the officers of the navy, makes the marked difference be felt with tenfold weight.

On perusing the late gazette in which the proportion of half-pay to the different classes of the navy and army have been inserted, I have been forcibly struck by the great disproportion which exists between officers of the same relative rank in the two services: and cannot divest myself of the idea, that this intentional and undeserved stigma (for it appears to have been intended as such), is to shew the navy the small estimation in which they are held. Now, as their services have been almost as conspicuous as those of the army—which will be shewn by some queries that are to follow—I should be glad to know why such an invidious difference should have been made in the rate of remuneration granted to them.

The higher ranks of both services are equally paid; that is, the generals and admirals, according to their relative rank, except such generals as have regiments, whose regimental pay far exceeds that of the same rank in the navy; a very small proportion of admirals being necessary in the time of peace. Why the measure of equalizing the pay through all ranks, has not been adopted, is the subject that is wished to be elucidated: if it should be objected, that the officers of the army purchase their commissions, then is there a manifest injustice done the generals, in not paying them superior to the admirals: but to dispose of the question of purchase, it need only be stated, that the facilities afforded to monied men in the army, of attaining rank in seven years, which few officers of the navy attain in the course of 20 years service, is more than equal to the advances made; but this does not obtain through the whole of the military service, as numbers of commissions are gratuitous: but even if this was the general case, it could be no reason for the invidious distinction in the rate of half-pay. We do not say the army is paid too well; their achievements in the Peninsula and France cannot be too fully appreciated, and are fully deserving of every remuneration that the country can afford: and surely they are to the utmost entitled to it, as the placeman to his sinecure—than which I do not think there is one who is not better paid than any general or admiral in either service. But let us not forget the brilliant services of the navy, though their hard skirmishes in boats are but slightly mentioned; and where, from the peculiar nature of hand to hand work in cutting out, cannot be described with all that brilliancy of colouring given to a skirmish between two troops of dragoons, or two companies of infantry: but let us return—had the enemy not been nearly annihilated on the sea, could our army have been sent to the Peninsula at all—much less have been subsisted there. The army under Sir John Moore, in that disastrous retreat, were saved from total destruction by the exertions of the navy at Corunna. When the Duke of Wellington approached the confines of Biscay, for the purpose of entering France, was not the left wing of that army protected by the navy? Did not the navy bear a large share in the capture of St. Sebastian? in fact, it could not have been taken, but for their exertions; and the army could not have advanced but at a very great risk; the sailors served on shore out of their element—by serving the batteries: and if report is correct, that very battery, of which the Duke of Wellington spoke so highly in his despatches, for firing into the breach over the heads of our storming parties, was manned by seamen, and without which the town could not have been taken, as it was emphatically said, "it cleared the breach, and scoured the ramparts, giving our men an opportunity of gaining a firm footing within the place." On the passage of the Adour, what would have been done had it not been for the boats of the squadron and others, directed by the gallant admiral who commanded there: could the passage have been effected, and Bourdeaux threatened by that part of the army under Sir John Hope: let us give the credit where it is due. Surely the merits of the navy should have been properly appreciated: who destroyed at the beginning of the war the fleets of the enemy, and thus left enterprise open to your army; but we will go further, and shew, that to the exertions of the navy alone, and by their co-operation, the enemies colonies were conquered, and their commerce annihilated, until suffered to be revived by the License System. Who was it took the valuable island of Curaçoa, on which the fate of all the Dutch West India Settlements depended? the navy alone, under a gallant commander, in the course of twenty-four hours; which an army could not or would not have taken in so many days, perhaps weeks, and most probably not at all. Who contributed to the subjugation of the French islands in the West Indies, and by getting the battering and other guns up the almost inaccessible steeps and heights, without which the operations would have been considerably retarded, if not abandoned; was it not the navy? Who contributed to the fall of all the enemies East India possessions; was it not the navy? Who was it that by storming Fort Marac, in the island of Java, so materially contributed to the speedy reduction of Batavia, and afterwards, by negotiation, brought over the native princes to our interest; was it not the navy alone? Who was it that captured the Dutch Spice Islands of Amboyna and Banda; principally the navy? the latter by the navy alone. Who saved Cadiz from falling into the hands of the enemy? principally the naval gun-boats. Who saved Sicily? the navy. Who in the Adriatic found ports for the vent of the British manufactures and colonial produce? the navy. Who took the important fortresses at the Mouths of the Cattaro? the navy. What protected the army on the south side of Spain, and saved that under Sir John Murray? was it not the navy. These, with many other unenumerated services, have been achieved by the navy in the present war. If we go back to the late—we could ask, who saved the Ottoman Empire, and the Indian Trade, by beating Buonaparte at the almost untenable fortress of Acre? a handful of British seamen. In fine, without the navy, the army would be useless. If it not been for its exertions, ask the late Emperor of France, what would have been the situation of England. Now to the subject matter of the letter—a comparative view of the half-pay, according to rank, leaving out the admirals and generals who are equal, except those having regiments.

	per diem.		*per diem.*
A colonel of dragoons	0 15 6	The 100 senior post captains	0 14 6
A colonel of infantry of the line	0 14 6	The next 150	0 12 6
		The remainder	0 10 6
A lieutenant-colonel	0 13 0	Post captains, not 3 years	0 10 6
Majors	0 11 0	Commanders, 300 senior	0 10 0 0 9 0
		The remainder	0 8 6
Captains	0 7 0	Lieutenants, 400 senior	0 7 0
		The next 500	0 6 0
		The remainder	0 5 0
Lieutenants	0 4 6	Master's mates	0 0 0
Ensigns	0 3 0	Midshipmen	0 0 0

As all colonels and post captains above three years are on the same rank, why should such a distinction be made in the rate of half-pay? In a few instances they are equal (except in the dragoons, who are superior to all.) In some, and that the greatest proportion, the naval officer is inferior by nearly one half; and the colonels of dragoons have, in every instance, one shilling *per diem* more than the first class of naval captains; three shillings more than the second class; and five shillings *per diem* more than the third class, though only equal in rank. The lieutenant-colonels rank with post captains, under three years post—have, in all instances, two shillings *per day* more half-pay, and two shillings *per day* more than three hundred post captains of upwards of three years standing, which are his superiors in rank. Majors have in every instance one shilling *per diem* more than the oldest commanders; and two and sixpence *per diem* more than the junior class; and what is still less grateful, sixpence *per diem* more than three hundred captains of three years post rank, who are two degrees above them in the established rank of officers, as established by his Majesty's order in council. I have proceeded thus far, in order to give time for the nation to *think* on this subject, and will pursue it in your next number—continuing to compare the excessive privileges enjoyed by the army over the navy, from the general to the private; with the different remuneration for wounds, and pension for length of service: the latter has scarcely been thought of in the navy, while the army enjoys it to the utmost extent.

Philo-Nauticus.

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MR. EDITOR, *Camdore, July 20th,* 1814.

IN addition to the circumstance (which your able correspondent *Arion* has mentioned in his letter addressed to Lord Liverpool), respecting the *oath* which the widows of naval officers are obliged to take previous to their pensions being paid them, I beg leave to state a few of the advantages allowed the military officers, and which are not granted to those of the navy. In so doing, Sir, it is not my wish in the slightest degree to depreciate the merit due to the military officer—nor to point out a cause for jealousy between the two professions: I am solely actuated by a love of equity—they are plain uncontrovertible truths, and why the naval profession should not participate with the military in the indulgencies granted them by the nation, I have never heard any just reason assigned. It is acknowledged that both alike are worthy of national favours, and therefore it must be allowed that *distinction* should be abolished.

Besides that restriction fixed on the naval officer's widow—the military officer is permitted to retire from the service, with the rank he holds at the time, on full pay—resigning all claims to further advancement—*Why then is this privilege denied to naval officers*, if from wounds, or broken constitutions, they feel themselves incapable of serving? Surely, when they have bled for their country, or have exhausted the strength of youth in her service—the least that their country can do for them, is to render their future lives comfortable, and easy: indeed, the common feelings of humanity dictates that such should be the case! Why then are they thus neglected? Have they not equal claims with the military on the gratitude of the country? Who is there that can say they have not? It is true there are *superannuated admirals, captains, and commanders;* and further, it may be urged, that Greenwich provides for a *certain number* of lieutenants, and likewise by the *benevolence of an individual*, a comfortable provision is made for others, who are termed, "Naval Knights of Windsor;" but the privilege of which I speak is granted to *any officer* of *any age* in the army, who asserts* his inability to serve, and it likewise extends to the Royal Marine Corps.—This circumstance calls for the attention of the B. of A. to whom the officers of the navy look up for protection and support. The placing of the naval officers on the same footing in every respect with those of the army, would be only rendering an act of justice too long neglected. It is therefore to be hoped that their Lordships—who have already proved that it is their wish to reward the services of naval officers—might be induced to give their aid for the accomplishment of so desirable an object. The trifling additional expense that would consequently be incurred, cannot surely be advanced as an excuse for such a measure not having taken place long since—because the same reason (if it can be allowed as such) might be applied with equal propriety to the military. Who is there now that will advance a cogent reason for its not being adopted?† It is my belief that the matter has never been thought of by those in power; and therefore, as I do consider it to be the duty of every man modestly to point out those things which require amendment, and which, amidst the multiplicity of public business, might have escaped the observations of the leading men, I have ventured, through the medium of your valuable work, to state the disadvantages under which the naval officer labours, and sincerely hope my humble endeavours may be the means of bringing their case into consideration; I only lament they have not a more skilful advocate.

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* *Query*—whether it be not optional with those officers who are capable of serving.

† Such a regulation would remove from the list all those officers who are incapable of serving afloat, and reduce it to a moderate bulk.

The next circumstance, Sir, I shall take upon myself to point out, is the inconvenience which officers of the navy, on foreign stations, are compelled to submit to, in getting their quarterly bills cashed; and the unquestionable advantage the officers of the army derive from receiving their pay *free of deduction from the hand of a paymaster.* Frequently captains, and other officers of men of war, are often obliged to pay a discount of *eighteen* and *twenty per cent.* to obtain cash for their bills, an expense they are in general but ill able to afford.* Why then should there be any difference? Can a just reason be assigned? If any—I know it not.—It may be observed, that there is sometimes a premium given on navy bills—but this advantage, when it does occur, happens to a few individuals only, and cannot therefore be advanced as a general excuse. It rests with those at the head of naval affairs to cause this grievance to be redressed; and we may hope, whilst they are now occupied in endeavours to promote the welfare of the naval officers, that it will not escape their observation.†

I will now speak of that circumstance which I have seen mentioned in your pages—indemnification for the loss of personal property by shipwreck, capture, or otherwise—the naval officer does not receive any recompence for such a misfortune, whilst the officer of the army *is paid the full amount of his losses on such occasions!*—It has been asserted, that *prize-money* is considered as an equivalent for such losses sustained by naval officers; but does not every one know that prize-money is a mere lottery, and that where one officer reaps any such advantage, there are an hundred who never meet with it: this argument therefore falls of itself to the ground. I will not say any thing of brevet-rank, as I do not rightly understand it; and as you mention in your number for May, that "an arrangement of the Navy List, founded on the system, and calculated to embrace all the advantages of the army brevet," is shortly to take place: however, before I close, I take permission to point out a plan, which, if adopted, would be the means of curtailing the expenses that the half-pay officers will be subject to; and which will, I am inclined to hope, from the disposition the First Lord of the Admiralty has hitherto shewn in ameliorating the situation of naval officers, meet with his approbation—namely, that of allowing the officers to be paid their half-pay by the collector‡ of taxes or of customs at the different towns nearest to their residence, upon producing the necessary certificates or affidavits, approved by the Commissioners of the Navy Board—the *tax* of agency would then not be felt as a grievance. Such an act I am convinced would be duly appreciated by the officers of the navy.

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* I have heard of officers, when about to quit a station, that were obliged to receive in part payment of their bills, articles of which they were really not in want of at the time; and others who have been necessitated to content themselves with a small portion only of ready cash, leaving the balance of their bills to be settled on their return into harbour!

† It has been reported, that a former First Lord of the A——— said, in reply to a proposal made in the House of Commons by a naval captain, respecting the memorial on this subject sent home by the admiral on the Lisbon station,—"that he was happy to find the officers of the navy had borne the *calamity* so long; and all he could then do was, to *advise* them to *continue* to do so!!"

‡ It was formerly the case, but I am informed that it is not at present allowed.

Oceanus.

* * *

MR. EDITOR, *Glasgow, 16th July,* 1814.

WHEN I last addressed you upon the successes of our trans-atlantic foe, I fondly flattered myself the victory I then alluded to would terminate their naval triumphs, and be the last which we should have cause to lament. Events, however, have turned out far otherwise; and we have now to regret the destruction of one, and the accession to the American navy of another, beautiful sloop of war.* The loss of these vessels has taught us, now too late, that our ships of that description are altogether as unfit to cope with the American sloops, as our frigates were with theirs of a like name; and the great difference in weight of metal, tonnage, and height, will, I fear, still secure to them the victory. It was hinted at by a correspondent in a former part of the NAVAL CHRONICLE, that the Americans were about to try their strength with us in line-of-battle ships, and he also mentioned the unequal manner in which ours of that description were manned. This, however, is the only time I recollect that the building of such vessels has been mentioned in your publication; permit me, then, to lay before your readers, an extract of a private letter from Halifax, which may tend to give some information not altogether useless.

The writer says—"Many people in England are no doubt informed that several seventy-four gun ships are building in the United States; but the extraordinary size of these vessels, in reference to their rates, may not be generally known: the opportunity I had lately of seeing the Monmouth, seventy-four, enables me to give you the length of her keel, which I found to be 173 feet 6 inches; her lower-deck guns are to be 42-pounders, and the whole number of the guns which she is to carry is *ninety-six.*"

Should the gentleman who wrote the above be correct, and of which I entertain no doubt, a 74, with her 32-pounders, would be in a similar situation to our frigates formerly captured, and would have even less chance of overcoming her enemy. It will behove us then, in order to match these ships, to fit out our first and second rates with 42-pounders, and despatch them to the American station; for unless this is done, it is not impossible that we may hear of a 74 or two being taken by these Americans, in the same way as our three frigates.

I am of opinion, that a peace with America would at this time be hurtful to us: how often would our disasters be thrown in our teeth, and the loss of our ships be a subject for their triumph?—Besides—in order to keep up that character and consequence which it is so necessary for us to possess, we should make them feel the weight of our arm—*they have shewn to other nations that the British navy is not invincible*—these nations will not inquire the difference of force, but believe the Americans, and we cannot deny it, that THEIR FRIGATES *have* CAPTURED OURS. Already, indeed, the French have profited by their example; for of all the late captures, none of their vessels, with any thing like an equal force, made an inglorious defence, but fought with an obstinacy which nothing but the knowledge of the American victories could have inspired.

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* The Boxer, Captain Blythe. The Editor purposes giving the biographical memoir of this gentleman, with a portrait, in the next number of the N. C.

Let the latter nation now feel the power of Britannia, the sword to them has all along remained sheathed, but since we now begin to draw it, let it be wielded with double energy—and since

> " Our country cries *Vengeance*, her cause we'll make good,
> We swear by our swords, and we'll write it in blood."

Your obedient servant,

C. H.

* * *

MR. EDITOR, *London*, 15*th June*, 1814.

IT is probable that your readers may not have clearly comprehended my meaning in the letter to the Earl of Liverpool, when in Vol. XXXI. page 370, it is said, " *a lieutenant could then purchase a bushel of wheat, and six pounds of meat, for five days half-pay, &c.* If it were to be thought I meant the Winchester bushel, the expression could not be clearly understood, though the application might. By the bushel, I meant a measure of wheat of twenty-four gallons, or three Winchester bushels, that corresponds with the weight of the half sack of fine flour; the wheat weighing nine stone, and the fine flour produced from it seven stone, besides the bran, and some coarser flour. I believe this measure is used in some of the western counties. Yours,

Arion.

* * *

MR. EDITOR, *London*, 18*th July*, 1814.

HAVING served formerly in the navy, and been constantly in the habit of reading the NAVAL CHRONICLE (a book so highly interesting to those belonging to that respectable service), and as you seem to approve of correspondents' giving an opinion, and illustrating each other's suggestions, I am therefore encouraged to observe, that Philo-Nauticus's letter to Lord Melville, in the last volume of your CHRONICLE,* is not perfectly correct, or I apprehend does not coincide with the opinion of some well-informed officers that I have heard speak on the subject, respecting the senior lieutenants of the navy being passed over, when their long standing on the list brings them within the number to be superannuated with the rank of commander: for should lieutenants employed at hospitals receive that rank, and retain their situation, it would appear indecorous to see a superannuated officer on active service, as I understand hospital duty is by no means a sinecure. How inconsistent it would be, to have a lieutenant and a commander performing the same duty, and exactly on the same footing as it must be at hospitals where there are more than one lieutenant on service. And with respect to the exclusion of lieutenants enjoying the Greenwich out-pension, from receiving the rank of commander, I have been informed, that before the late augmentation of thirty took place, Mr. Croker wrote to the lieutenants within the number, giving them the offer to receive rank, or to continue on the lieutenant's list, with their Greenwich pension, which I have reason to believe was perfectly optional, as several have preferred emolument to rank; therefore all parties have been accommodated, and the field of promotion and emolument has been further extended, by very properly not allowing a lieutenant to hold both situations, when one of which must certainly be highly gratifying to an old commissioned officer. I am therefore humbly of opinion, that the senior lieutenants have no cause to complain on those points, and ought to feel very thankful for the late augmentation of thirty to the superannuated list, particularly when they recollect that post captains accepting of the Greenwich out-pension are not to expect future employment; and it is probable, when they may arrive at the top of the list, they will not be eligible for flag-officers, nor even superannuation—vulgarly called yellow admirals.

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* Page 451.

Indeed, the only class of officers in the navy that appear to have cause for complaint, are the old commanders, as they have not a superannuated list to retire to with the next superior rank, *viz.* post captain—and have lately been farther distressed, by not being allowed to receive the same half-pay as formerly, *viz.* as the junior post captains, which hitherto was the case, when the commanders had three gradations of half-pay. But, I trust the present First Lord of the Admiralty, who, like his late father, wishes to make every body in the navy happy and comfortable, may yet take this class of officers into consideration, and ameliorate their situation in some degree, as the greater part of them have remained on that list from misfortune, and want of interest, and not from misconduct, and some of them have been commissioned officers more than fifty-five years.

I am, &c.

A Constant Reader.

* * *

MR. EDITOR, *Clifton, July 26th,* 1814.

I READ every thing which relates to the British navy: of course, to me, the NAVAL CHRONICLE is a source of great entertainment. It appears, however, incumbent on me to state an evil which has taken place at two or three different ports—one in particular—an eastern port—where ships' crews are paid their wages: I must first state, the payment is thus judiciously arranged: a pay captain is appointed at each port, who goes with the navy pay clerks on board each ship, when in course of payment, to see the men receive their regular proportions of wages. They have a barge and crew, which are known under the appellation of the "*Commissioners Boat's Crew:*" those men receive wages equal to an able seaman, and also their provisions. They fill this barge with seamens' clothing of every description, sufficient to supply the ship's company they are going to pay. This must be supposed to be sanctioned by this pay captain, who takes the earliest opportunity of soliciting the captain or commanding officer to allow *his man* on board with their goods, which they but very rarely refuse, to the total injury of the regular tradesman. How must this appear to you? Why the same as it does to every naval officer, that the pay captain must have *an interested motive.* I rather wish to think that such degradation does not exist; but whether or not, the evil does not end here: it frequently occurs that the tradesmen are totally excluded, and if allowed on board, they find the ship's company supplied by those men who have supplied them during the payment of the ship, at which time slop-sellers are not allowed on board, unless they have obtained orders prior to the payment taking place. This, then, is but poor encouragement to tradesmen, and in particular those who have no other prospect or income than that which accrues from slop-selling, although they pay an extravagant waterage, and frequently at the risk of their lives, put off to those ships.

Is it not a stigma on the navy to allow those men to convert the pay captain's barge into a *bum-boat.* The evil might soon be remedied. If the boatmen are not content with their wages, there are numbers of seamen who would gladly go in their stead, men who have fought for their country during the late wars, *and are now unfit for active service: slop-selling* has been so lucrative to those men, that they are independent of their pay; they have houses and funded property; and I am sorry to say that must escape the eye of the person who levies the property tax; or at least he considers they have no other income than that which arises from their pay; although it is more than any tradesman at the port.

I trust this statement will meet the eye of a power who are enabled to prevent this growing evil, and also hope that some other of your correspondents will further elucidate this subject, so essentially necessary to do away that stigma it must cast on those pay captains, *who allow this mischievous monopoly and forestalling.*

Impartial.

* * *

MR. EDITOR, *Cathcart-street, Greenock, 18th August, 1814.*

I BEG leave to call your attention, and that of your readers, to a subject of the greatest importance to the mercantile interests of this country, I mean the defence of the very important sea-port from which I write.

The harbour of Greenock, as it is decidedly the best in Scotland, and connected with Glasgow, the third commercial city in the kingdom, besides being itself the centre of no inconsiderable foreign trade, surely merits the attention of the legislature. I believe many of your readers will be surprised when I tell them, that not only do no batteries exist for the protection of the shipping in the river, but that no ship of war above the strength of a sloop upon any occasion visits us; and that even when we do see a sloop of war, it is only a call for a day or two from one which may happen to be cruising in the Channel. Many of us, Sir, and I among the rest, live in constant apprehension of a visit from an American national ship or privateer; and to those acquainted with the navigation of the Clyde, such an apprehension must appear any thing but chimerical. The Clyde is perhaps the easiest river of navigation in the kingdom; its Frith forms a noble estuary, abounding on every side with excellent and safe bays and harbours; the sea-port of Greenock is situated near its embouchure, open by a day's sail, either to St. George's or the North Channel.

Before the breaking out of the American war, we enjoyed an extensive commerce to that continent, which now of course is completely put an end to; and the masters and crews of the vessels engaged in that commerce, have been obliged to seek employment in the national ships or privateers of the United States. When we consider that every master, nay every seaman, who has once sailed into Clyde, is perfectly qualified to act as a pilot in that river, and when we reflect on the tempting bait that awaits their cupidity, can you, Mr. Editor, or can any of your readers, say that there is no occasion to fear a visit from one of those enterprising and active seamen. Having no opportunity of communicating my sentiments to those in power, and as my name might perhaps give no additional weight to any application I might make, I transmit my sentiments to you, begging a place for them in your excellent miscellany.

I respectfully am, Sir, your constant reader,

A. D.

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MR. EDITOR, *Patna, December* 4, 1813.

I REQUEST you will take an early opportunity of obtaining, through the medium of your CHRONICLE, answers to the following queries:—

Query 1st.—At what point of the mast of a ship, ought a *equal* force to be applied, so as to produce the greatest prepulsive power, at the bottom, the middle, or the upper extremity of the mast.

2d.—What power causes the vessel to proceed forwards, the *propelling* power of the wind alone *as acting in an horizontal direction*, or such power assisted by any other principle?

3d.—Has the given principle any influence here? If it have any influence, does that principle, so far as it extends, accelerate, or retard the progressive motion of the ship?

4th.—If there be a lever in the case, of what kind is such lever, the first, second, or third kind, or where is the power, where the weight, and where the fulcrum? I am, your constant reader,

John Plunket.

* * *

MR. EDITOR, *Plymouth, 4th August,* 1814.

AN old Correspondent begs to intrude on you again; and, although the subject cannot possibly affect the present generation, and probably not the last, yet as it is likely the story I am about to comment on, may excite prejudices no way warranted by the truth, I have taken the liberty of addressing you.

In a recent publication by Messrs. Constable and Co. of Edinburgh, the title of which is, "*Shipwrecks and Disasters at Sea, or Historical Narratives of the most noted Calamities and Providential Deliverances which have resulted from Maritime Enterprizes,*" a work in three volumes, the intrinsic merit of which would hardly merit perusal. In Vol. I. p. 437, the following story relative to an imputed massacre of a ship's company, is recorded with apparent veracity:—

"The most atrocious crimes, however, are unexpectedly brought to light; and two years after the murder of Captain Drummond, and his unfortunate crew, the truth began to transpire.

"A ship belonging to the Scotish African Company was, for some cause with which we are unacquainted, seized in the Downs, by special order of the (English) East India Company. This, the former considered as a very great grievance, and, by way of reprisal, seized the Worcester, (commanded by Captain Green), an English East India trader, immediately on her arrival in Leith roads. A civil suit was next brought in the Scotish Court of Admiralty, for having the legality of seizing the Worcester declared.

"Captain David Monro, who had been employed to make the seizure, observed that the gunner was extremely uneasy, and could not rest in his hammock, from supposing that it was *for some other purpose* than mere reprisal, that this proceeding had been adopted. The gunner's solicitude as to the motive, and his asking whether there was no design on the lives of him and his comrades, first excited suspicion.

"Some indiscreet expressions of the crew, contributed still farther to shew, that their operations during the voyage had been reprehensible; for, while a person belonging to the Scotish company drinking along with them, remarked what a scourge Captain Gordon, of a frigate, had been to the French privateers on the east coast of Scotland, *George Haines,* steward of the Worcester, boasted, 'that his sloop was more terrible on the coast of Malabar, than ever Captain Gordon was or would be to the French privateers, for a better sailer than the sloop never was.

"This circumstance led to inquiry by the same person, whether, when home, or outward-bound, two vessels belonging to the Scotish African Company had been seen, the one commanded by Captain Stewart, and the other by Captain Drummond, as both had gone on a voyage beyond the Cape of Good Hope? Haines answered, that although he had heard of them, he had not seen them; 'but,' added he, 'it is no great matter, you need not trouble yourself about them, for, I believe, you will not see them in haste;' and on further being urged to an explanation why that should be the case, he said he had heard they had turned pirates, one vessel having eight guns, and the other twelve or fourteen, to the best of his memory.

"Some time after this, and from Haines making disclosures to a young woman of whom he became enamoured, he found it expedient to attempt making his escape. Other two of the crew were to accompany him, and secret preparations were made to accomplish their design; but it was disappointed just when about to be put in execution. Another of the crew did succeed in escaping: however, before proceeding far, he was retaken. The whole were then put into confinement, and brought to trial, along with Captain Green. The trial occupied a considerable time; the judges were greatly perplexed by it, and the public opinion much divided concerning the criminality of the people. Sentence was at length pronounced, condemning Captain Green, and thirteen of his crew, to be hanged on the sands of Leith, within flood-mark, on the 4th, 11th, and 18th of April, 1705.

"Some of the crew made voluntary confessions of the enormity of their guilt, from which it appeared, that before Captain Drummond became their victim, they had made an attempt on a vessel, with fifty oars, which fortunately outsailed them. The native dealer, who purchased Captain Drummond's vessel, was then on board, and drew his sabre, encouraging the crew to the attack. At another time it also appeared they had captured a sloop, and murdered the crew; so that, in all probability, they had long practised the piratical cruelties, for which they at last were brought to justice."

So far the narrative: with how much of truth the sequel will justly shew; but I should have premised, that Captain Drummond is in the preceding page of the same volume, *said to have been attacked and taken by a launch and 20 men of the Worcester, commanded by Captain Green*, after a desperate resistance, on the coast of Malabar, some time in the year 1702.

On perusing the foregoing account, it struck me that I had somewhere seen a statement directly opposite; and on consideration, found it almost at hand, in a journal of the debates in Parliament, anno 1737; on a bill being brought in "to inflict certain pains and penalties on the Lord Provost and citizens of Edinburgh, in consequence of the murder of Captain Porteous."* The Lord Advocate of Scotland, Duncan Forbes, Esq. spoke against the motion; and among other expressions, made use of the following, which I *transcribe verbatim from the printed copy:* "One of the first incidents that happened after I came to act any part upon the stage of life, was a proof to me of the service this guard may be upon some occasions. And I shall the rather mention it, because I hope it will serve to show how early I endeavoured to shake off those foolish, but fatal, prejudices, that reigned among the subjects of that part of the united kingdom against the English: One Green, a master of an English vessel, having been forced by stress of weather into the harbour of Leith, a report was spread that he was a pirate; upon which he and his officers were taken up, tried, and upon the evidence of some of his crew, no two of which concurred in their evidence,* condemned for murdering one *Drummond*, and seizing his ship. *I was present at the whole trial, and was sensible with what* PARTIALITY *and* INJUSTICE *it was carried on.* The unfortunate men seemed to me to have no other crime but that of being *Englishmen*, and of being obliged to put into *Scotland* at a time when great animosities were subsisting in that kingdom, on account of some proceedings against the natives of *Scotland*, which were judged there to be unjust and harsh: † *For these, and no other crimes, this poor unfortunate gentleman, and the officers of his ship, were to suffer an ignominious death:* The populace, in the mean time, began to have a surmise that the privy council, which sat at that time at *Edinburgh*, intended to reprieve the criminals: As every surmise to an enraged mob is a proof, they attacked the Lord Chancellor, beat his chair in pieces, and obliged him to flee for his life; and had it not been for the city guard, who rescued him with their bayonets upon the muzzles of their guns, they had torn him to pieces. They afterwards went and knocked at the door of the house where the privy council was sitting, bawling out for the blood of these persons; and the privy council, in a mean and scandalous manner, gratified them, by signing an order for their execution that very day. I was so struck with the horror of the fact, *that I put myself into deep mourning, and with the danger of my life, attended the innocent but unfortunate men to the scaffold; where they died with the most affecting protestations of their innocence.* *I* DID NOT *stop here, for I carried the head of* CAPTAIN GREEN *to the grave; and in a few months after letters came from the Captain* (Drummond), *for whose murder, and from the* VERY SHIP, *for whose capture the unfortunate persons suffered, informing their friends that* THEY WERE ALL SAFE. *These letters, Sir, were of a date much later than the time when the crimes for which* GREEN *was condemned, were pretended to be perpetrated.*"

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* The suppression of the city guard of Edinburgh was one of the pains to be enacted.

Now, Sir, after such a statement from a cotemporary, and an eye and ear-witness, what comments are requisite, and what must we think of persons who unthinkingly (not to say worse) publish such stories? As I before remarked, the narrative cannot at all affect the present generation, but that the publication of a direct refutation, from the mouth of one of the ablest *native lawyers* of the time, may prevent a future publication so opposite to truth, has solely induced a resumption of correspondence, on the part of your very obedient servant,

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* I should imagine that the contradiction in the evidence was one of the reasons of the perplexity of the judges, and the divided opinion of the people, mentioned in the first narrative.

† This remark of Mr. Forbes (I should think) alludes to the seizure, by the *India Company*, of the *Scotish African Company's* vessel in the *Downs*.

Nihil.

* * *

MR. EDITOR,

IF you deem the accompanying detail of naval gallantry, displayed in the East Indies, worthy of a place in your valuable CHRONICLE, it is much at your service, and will serve to illustrate, that change of climate, for however great a length of time, produces no change in the daring spirit of enterprize, which characterizes the British naval officer. Lieutenant Maxfield, of the H. C. Bombay Marine, in April, 1806, commanded a small schooner called the Lively, employed cruising against the pirates on the coast of Guzerat and gulf of Cutch, having three pattamars, or small gun-boats, under his orders.

At the close of the fair season, after making several captures, when about to quit his station, and to return to the Presidency, two of the gun-boats having been drawn off by bad weather, he had the good fortune to fall in with one of the most notorious of those marauders, who was returning from a successful cruise on the Malabar coast.

The day preceding, the Lively had fallen in with the H. C. Ketch Qeen, which vessel had brought provision for the Lively, and additional instructions for Lieutenant Maxfield; and on the pirates being discovered, both vessels instantly proceeded in chase; but the wind proving light and variable, the pirate, by means of his sweeps, was gaining fast from the cruisers, when Lieutenant Maxfield, accompanied by Lieutenant Hall, first lieutenant of the Queen, who volunteered his services, proceeded in two boats to board the pirates; but the breeze increasing, and the boats' crews becoming jaded, about sun-set the Barbara gun-boat was passing, then the cruisers being hull-down astern, Lieutenants Maxfield and Hall lost no time in getting on board the Barbara, sending the boats back towards the cruisers, and about midnight had the satisfaction to bring the pirate to action within pistol-shot. The pirate defended himself with the most determined obstinacy until 2 A.M. when he sunk, and only nineteen of his men were saved. At 8 A.M. the Barbara was joined by the cruisers, when they all proceeded to the Portuguese settlement of Dieu for water.

On arriving at Dieu, two natives, merchants belonging to Bombay, waited on Lieutenant Maxfield, and informed him, that while they exulted in his success in destroying the pirates, they had to lament the loss of their wives, and one of their mother, the vessel on board which they were proceeding towards Bombay having been captured a few days before by the pirates in question, and their families landed at a fort on the coast of Guzerat, called Colinah, where the pirates intended to keep them, until the merchants, whom they set at liberty, should remit an exorbitant ransom for their delivery. The prisoners saved from the pirates corroborating the testimony of the merchants, Lieutenant Maxfield determined to attempt to surprise Colinah Castle, and, if possible, rescue the unfortunate captives. The Lively accordingly weighed from Dieu, accompanied by the Barbara gun-boat; but it coming on to blow, the Barbara parted company, and returned to the Presidency: however, this gallant officer determined to make the attempt with the Lively only; and on the 4th of April, at day-break, anchored close under Colinah Tower, and instantly putting off in the only boat the vessel had, accompanied by 13 men, he surprised and got possession of the Tower, without firing a musquet; the men on the Tower were so astonished at the attack, that they retreated to Colinah with their matches alight, excepting five, who were made prisoners. Here our hero was informed that the captives were confined at Colinah, a fortified town, about 4 miles in the interior; and it might reasonably be expected he would have been foiled in his attempt to recover them, and have returned on board; but his presence of mind on this occasion was equal to his daring intrepidity and promptness, and he instantly determined to take advantage of the panic and terror he had excited, by proceeding to Colinah in the capacity of an officer deputed by the commander of the vessel in the roads, with a message to the Rajah, threatening, if the captives were not instantly sent on board, he would destroy the castle, and burn the village situated near it; and as a proof of his determination to do so, he had set fire to a vessel lying under the walls of the tower, which might be seen from Colinah.

It is only necessary to add, the intrepidity and perseverance of this young officer was crowned with success; and he had the heartfelt satisfaction of restoring an aged mother to a son, and two young women to the arms of their husbands. Yours, &c.

A Constant Reader.

* * *

TO LORD MELVILLE.

MY LORD,

IT is with the greatest diffidence, and quite as much respect, though anonymously, that I take up my pen to address your Lordship upon the subject of the late regulations respecting pursers, of which unfortunate and proscribed race, as your Lordship will easily divine, I am one. These regulations have thrown the greatest part of that body into the utmost consternation.

Compared with those of the masters, how unjustly disproportionate do they appear? A purser of the highest class, and it may be of thirty to forty years servitude, with the habits and manners of a gentleman, mixing with the first class of naval society, is placed upon the same pecuniary footing with a man taken perhaps only a few years before from before the mast in a collier!!! I mean not the slightest disrespect to that generally useful body of men, for many of whom I have the highest respect, but I appeal to the officers of the navy in general, if the picture be overcharged; but whatever of abilities (except the lowest professional ones) they may possess, they have not been brought into the navy by them, but acquired in the society of men, among whom are to be found, those who are now become their foil. Is this reasonable, or is it justifiable? If not—whence this marked, this substantial distinction?

I know it is said, that the half-pay of pursers has been framed upon the principle, that many of them have acquired not only a competency, but more than a competency. But, my Lord, admitting for the sake of argument this to be the case, has this operated in the case of the captains, a very much greater proportion of whom have made ample fortunes (some of them princely ones) by prize-money. Would it not have been a bitter taunt to tell the rest (acting on this principle) you cannot have half-pay adequate to your support, for there is a chance of your having made, or of your making, a fortune by prize-money! Apply this, my Lord, to the pursers, and judge what the poignancy of their feelings must be.

Of the detaching them entirely from their ships, thereby giving to those who have interest the whole of what is worth having in that department, I will at present say nothing; but as a measure of justice, and to which they would fain confine themselves, *put them, my Lord, upon a footing with the masters with respect to half-pay.* To this they contend they have a fair claim, for they are equals at all events in point of importance: this they look for anxiously my Lord at YOUR hands, and to your Lordship's clear, unbiassed and unshackled judgment *alone*, divested entirely of that jealous professional hostility, which it is feared has already operated too powerfully in the late arrangement.

I have the honour to be, with the greatest respect,
My Lord,
Your Lordship's most obedient humble servant,

Anonymous.

REAR-ADMIRAL FRASER.

MR. EDITOR, *Edinburgh*, 18*th May*, 1814.

I BEG to observe that the engraver* has omitted the motto, "*Je suis prest,*" over the crest; and also the crescent in the centre of the shield (a mark of difference), and has also spelled the name Frazer instead of Fraser: it is of no further consequence, than distinguishing the houses of Lovat and Saltoun.

Your Constant Reader.

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* See memoir, Vol. XXXI. p. 89.

MR. EDITOR, 10th September, 1814.

FROM the commencement of the present American war until the present day, the complaints of the merchants and ship-owners have not ceased to be urged to the B. of A. relative to the constant and *unparalleled depredations* committed on the trade of Britain by those cruisers; these have been *generally*, if not *always*, preferred in moderate language; but the replies have not been such as were deemed becoming. I admit of great authority and power; but I assert also of *great responsibility*, which must *answer* to the country for its conduct; and the laconic and highly disrespectful answer lately returned by the secretary of that board, which is only one of *many* such that have been *officially* communicated, will, I trust, be noticed as it ought, and hereafter in parliament; but *something more immediate* is required. It is time that *efficient*, active-minded men should be seated at the naval helm; for there is either a great want of common judgment in naval matters, or a most pernicious and ruinous *wilful obstinacy* prevails there, which prevents these public grievances being more fully attended to and redressed.

To retrace the occurrences of this ill fated (American) war, is necessary perhaps, to elucidate the glaring errors of our naval administration; but it is far from being a pleasing theme; for the glory of Britain, which has towered aloft so eminently on the continent of Europe, has not yet beamed on the western horizon, where our efforts have been feeble, and our success of course inadequate to tame our only remaining enemy, whose spirit of hostility towards Britain is rancorous and bitter in the extreme. At the commencement of the war, it will be very well recollected, it was asserted, *we were taken quite unprepared* on the coast of America, in the West Indies and Brazil stations; and our trade suffered exceedingly before adequate reinforcements could reach their destination; and it was deemed prudent to send very strong convoys with our fleets of merchantmen. After much mischief had been done on these stations, the American cruisers adroitly changed their ground, and successively destroyed our trade in the South Seas, and in the latitudes of Madeira and Teneriffe; from whence they have only very lately been driven; and indeed I think it is probable that they still carry on their devastations (for they *sink, burn, and destroy every thing*), and are still going on making captures in the vicinity of the Canary islands, where they have done us very great mischief. For some months our navy has had no other enemy except the Americans; yet it has not been our good fortune to make any captures from them of consequence, with the exception of the Essex frigate; whilst they, on the contrary, have continued their depredations; and, wonderful to say, surely grievous to Britons to hear, *they have successfully scoured the English and Irish Channels, destroyed much valuable shipping and cargoes, and have in almost every instance returned safe to America; and some of them, although they cruised for many days in sight almost of our ports—without seeing a British man of war.*

It will naturally be asked, had the B. of A. notice of these circumstances, and did they apply no proper means to open a safe passage down Channel; did they return becoming answers to the merchants' representations of these heart-rending losses?—They ordered out from Plymouth two frigates, and two or three sloops of war *after* capture upon capture had been dunned in their ears, and *one* frigate to Ireland, where our force consisted of only *three* frigates, and as many sloops, some of them always absent with convoys to England; and the answer from the secretary of that honourable board, is so well known, and so generally held in derision, that I need not remark farther on it than to say, it was most unworthy of the source whence it sprung. The board *may*, and perhaps have ere now, ordered additional Channel cruisers, and more ships to the Irish station. I hope they have done so: but I fear not to assert—what all the world knows too well—that they *did not do so* at the proper time; nor can any adequate reason be assigned, but because they did not choose to take advice, or to do as they ought, until they found the country would no longer be trifled with, and that *its voice would be heard at the foot of the throne.* They have ordered *masters* leaving convoys *without* leave, or sailing without convoy, to be prosecuted; and I hope to see *them* brought to account for leaving the coast of Ireland and the English Channel *blockaded by half a dozen Yankee cruisers!* This may appear incredible, yet it is notorious, that it was the case for days, nay, I might say, weeks. Many of the vessels captured are coasters, or from the Canaries; from which there have hitherto been no regular convoys: to prosecute masters for misbehaviour under convoy is very proper, but *does not* apply in the above cases.

Surely, now that our navy has no enemy but the Americans to cope with, *it is*, *it ought to be*, adequate to the protection of our own shores, as well as to blockade those of America. Yet such has been our precipitancy in paying off *small* as well as large ships of war, that our coasts have been left nearly defenceless, at the very moment when our active, subtle enemy, knew so well how to profit by our supineness. I am no advocate for employing *very small* ships of war as Channel cruisers, or on the American stations: the capture of the Reindeer (Captain Manners, whose memoir would be highly acceptable), and Epervier sloops, by American sloops of war, fully proves that ours are too small; no human efforts could be superior to those of the gallant *Manners* and his small crew; but they were unavailing, and lost to the service one of its brightest ornaments. Whilst the Americans choose to prolong the contest, *let us not relax;* nay, let us begin *to be in earnest*—defend Canada, with a powerful army, which they dare not now look in the face; keep a few thousand troops constantly afloat to burn their ships and arsenals, and to annoy them in their rivers and sea-ports in every possible way: let us keep a sufficient number of cruisers out in the proper stations, *and make our admirals and captains attend to their duty*, if, (what I hope is not the case), the blame lies in any way with them; but let us not think of *seriously invading America;* as, in my opinion, by doing so, we should only the more strongly cement the whole of the States to each other, and, *in the end*, however promising *the beginning* might prove, lose our army, and tarnish our national glory.

Albion.

SHIPWRECK.

LOSS OF THE MANILLA.

THE winter of 1811, and the month of January in the succeeding year, will be ever remarkable in the page of history, for the calamities it entailed on our naval force; in our annals we have not a year of equal misfortunes, since the destruction of Sir Cloudesly Shovel: the inattention of the naval officers of those days, has caused a want of information, which we regret a corresponding cause deprives us of at present. In our life of Captain Newman, we have made some observations applicable to the causes which, with the exception of the St. George and the Defence, produced those melancholy events; at the moment the Minotaur struck, the master and pilots disputed whether they were on Smith's Knowl, or the Hakes; one, and the youngest of the pilots, supported the latter opinion; and it was not until the view of the Helder, on the ensuing morning, that they were convinced of the melancholy truth. The officers of the Hero were similarly situated; a few hours before her destruction, Captain Newman hailed the Grasshopper, to inform him they were near the Silver pits, a distance of eighty miles, an error fatal in the North Sea, but inconsiderable in the extensive Atlantic. No blame can possibly be attached to those excellent and heroic officers, Captains Barret and Newman, men alike remarkable for nautical skill, and every amiable quality of the head and heart. The currents in the Slieve and on the Jutland surf, baffle the observations of the oldest navigators; depending partially on the winds, they sometimes astonish the natives of the coast, by the variety of their sets; the indraught of the Slieve draws it to the east; but in the spring months the breaking up of the ice produces a repellant, attended with counter eddies, which I have seen in a direct ripple to the bounds of the horizon; farther to the southward, the great light between the Rulesnaut and the Helder produces a similar attraction; towards the Zuyder Zee it is S.E.; the indraught of this current, accompanied with the errors of the former, has been the principal cause of these misfortunes: at some seasons of the year, the underset of the Elbe, the Ems, and the Wezer, turns it to the westward, whilst the Rhine pours its annual increase to the north. The tides only setting in the centre of the German Ocean, north and south, towards the land, are actuated by the windings of the shores; the western position of the Helder has produced the Hakes, from the obstacles it opposes to its natural set: the N.W. wind, most prevalent in the winter months, pours upon it the whole fury of the ocean. The Crescent, Hero, and Romney were all lost during the months of the winter and the spring; the Daphne, commanded by Captain Pipon, grounded near the Halmen, when she conceived herself a considerable distance from the land; whilst the Reynard, commanded by Captain Stewart, lost eighteen sail of her convoy, in making an allowance for a current which long experience convinced him existed, this excellent officer, whose knowledge of the North Sea is almost unrivalled, found himself among the

Pater Nosters on the Swedish coast, when he had every reason to believe that he was in the centre of the Channel; the escape of the sloop, when a few feet from the rocks, was truly miraculous, arising entirely from the amazing exertions of the ship's company in making sail, the cool steadiness of the captain, and the alacrity with which he was supported by Lieutenant Taylor, and Mr. Somerville, master's mate.

The Manilla had been some time cruising off the Texel, under the command of Captain Joyce, who had been appointed to her, *pro tempore*, in the room of Captain G. T. Seymour, the son of Lord Hugh Seymour; an officer whose memory is equally lamented, and adored by every officer who had been honoured with his patronage; it is highly creditable to Captain Seymour, that he inherits the courage, talents, and accomplishments of his noble parent: his gallant conduct in Admiral Duckworth's action, when he received a severe wound, and his noble support of Lord Cochrane, while commanding the Pallas, with his manly evidence on the trial of Lord Gambier, entitles him to the most marked eulogium. Captain Joyce, an old and experienced officer, was an *elu* of Lord St. Vincent's, a school which has produced some of the first characters in the service.

On the evening of the 28th of January, the Manilla not having seen the land during the day, a considerable offing being made, tacked and stood in for the purpose of obtaining a close reconnoitre; on the ensuing morning, about half an hour before she struck, one of the mates, who was lying ill in his hammock, inquired of the pilot where he supposed the ship was? he answered, not far from Smith's Knowl, and that they might safely stand on until twelve; this was about six o'clock. On striking, the sails were hove a back, the water started, and every effort made to get her off, but in vain; the breeze gradually freshened, and at 7 blew a perfect gale, with an increasing sea; the boats were hauled out, and sent to sound for a channel. Unfortunately she had struck at high water; the falling tide rendered her immoveable; by the amazing exertions of the launch's crew, a stream anchor was carried to a considerable distance; the tremendous sea rendered further advance impossible. On clearing the ship, she was struck with a heavy sea; excessive exertion again turned her head; another sea struck her, broke seven of the oars, tossed one man overboard, and filled her to the thwarts; again was she brought-to, for the purpose of picking up the man, who was miraculously rescued from the deep; a third sea, more violent than the two former, snapt the remaining oars, and completely swamped the boat, the launch only reached the ship; the more advanced boats, unable to pull up, sought refuge on the shore. At 9 o'clock, the increasing danger of the frigate compelled Captain Joyce to fire several guns, as signals of distress; the generous and humane De Winter despatched his small vessels to her assistance; the violence of the wind and sea rendered it impossible to approach her; the masts were cut away, and orders given for the formation of a raft, every hope of saving her being entirely abandoned. At daylight on the morning of the 29th, none of our cruisers were in sight; the display of English colours kept the small vessels of the enemy at distance; Captain Joyce called a council of his officers, who unanimously agreed, that no prospect of escape remained; a French ensign was hoisted after English, the schuyts advanced towards the wreck, one only succeeded in closing her, she was commanded by a lieutenant named Vervier, a man equally remarkable for heroic courage, and the tenderest feelings of humanity; the others, intimidated by their fears, or despairing of success, returned to the Texel: the tremendous violence of the sea preventing a nearer approach, Vervier anchored at a cable and a half's distance; the situation of the frigate, deprived of her boats, was at this moment extremely critical; the raft was launched, and thirty-six men took their stations upon it; it was veered towards the schuyt by an hawser; impelled by the wind and tide, it was drifted in a contrary direction to a considerable distance from her; no chance of an escape was left, but in the conveyance of a rope from the schuyt; an undertaking the most daring, exposing the hardy adventurer to almost inevitable destruction: the helpless situation of those on the raft became evident; many, weakened by their exertions, were only held on the agitated planks by their more muscular companions; two, in despair, were about to throw themselves from it; the cries of those miserable creatures struck every heart with an appalling presentiment of general destruction; all sighed for their fate; but the apparent destruction of the person who would attempt the service, destroyed the rising impulses of generous humanity which pervaded their bosoms. Mr. John Gawdie, a native of Scotland, and master's mate of the ship, whose gallant and distinguished conduct on board the Pallas at Basque Roads, pointed him out as capable of the most romantic courage; this gentleman had, on the preceding evening, been taken ill with a violent internal pain, for which he was bled, and confined to his hammock; the sudden shock of the ship striking, the necessity of universal exertion, roused him from his bed, and gave him preternatural strength and energy; in consequence of his exertions during this calamitous night, he was three times compelled to have recourse to the surgeon to stop the effusion of blood from the opened vein; he commanded the launch, whose exertions we have already mentioned, and had materially assisted by manual labour in the formation of the raft. Weakened as he was by the repeated discharge of blood, he did not behold, without the strongest emotions of sympathising humanity, the danger of those unfortunate men. Nature has furnished Mr. Gawdie with extraordinary muscular powers; a form full six feet two, proportionately shaped; his own active disposition has rendered him an excellent swimmer; encouraged by the approbation and applause of all, he dashed into the waves; succeeded, in defiance of the breaking sea, which nearly overwhelmed him, in gaining the schuyt, conveyed a small rope to the raft, by which a large one was hauled to her; on his return to the schuyt, he was seized by two men, who had thrown themselves from the raft; with a wonderful exertion he bore them above the water to the schuyt, where, with himself, they were dragged in by a bowling knot passed round their bodies. The increasing effusion of blood, from his exertions in the water, left him senseless on her deck, and it was only to the angelic humanity of Vervier, that the service is still in possession of a man who does honour to his country and human nature; for two hours Mr. Gawdie remained in that situation. Vervier, finding it impossible to retain his position, cut and made sail for the harbour; on the passage, in which the vessel nearly foundered, one man died of cold and fatigue; the kindness and attention which they received from him, and the officers of the Zoutman, 74, alone saved them from perishing. The Lords of the Admiralty, on being acquainted with the transaction, released the brother of Vervier, who had been many years a prisoner in England. The season of the year, its consequent cold, many degrees below the freezing point, the violence of the gale, his extreme ill health, and the dreadful sea, places this act of Mr. Gawdie on a level with many of the fabulous exertions of the heroes of Homer or Ossian; authenticated as it is by the strong certificate of Captain Joyce, by the unanimous applause of his brother officers, it is surprising, that after near ten years service, of which he has passed nearly four, the benevolence of Lord Melville should have left him unnoticed; it doubtless arises from the hurry of official business. Rome decreed a civic crown to the preserver of one citizen, it would have granted a triumph to the saviour of thirty-six. The whole of the day of the 29th was passed by the crew of the Manilla in awful expectation of immediate dissolution; the rise of each tide was observed with a cool and deliberate expectation. Captain Joyce exhorted his ship's company to firmness and resolution; he received the warmest support from his lieutenants, Rubins, Wigley, and Lloyd; the conduct of his other officers was most exemplary; to add to their misfortunes, in consequence of the drunkenness of a man, a spark, emitted from a blue light, falling on a salt box, which contained some cartridges, produced an explosion, which destroyed nine men, blowing up the forecastle deck, and wounding twelve more. The gale abating on the evening of the 30th, the Texel boats made another attempt to reach her; guns were discharged at intervals during the night, to indicate her situation; it was not until the ensuing morning, that they were enabled to come alongside; when, with a persevering valour, which reflects honour on the name and character of the Dutch, they succeeded in rescuing them from destruction; Captain Joyce having, with his first lieutenant, seen every man out of her; after three days of unexampled hardship, got into the boat, and was carried to the Texel.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

BRITAIN.

TROON.

ON 1st December, 1814, the two lights at present shewn on the pier at Troon will be discontinued, and a single light will be placed at the corner of the house nearest the parapet-wall of the pier, about 35 feet above high-water-mark of ordinary tides. Its bearing from the S. end of the Lady isle, by compass, will be E. b. N. ½ N. and from the N. end of the same isle, E. ½ N. The pier extends from this light 300 yards, in the direction, by compass, of N.E. ½ N. On account of the Lappoch rock, no vessel should approach the light nearer than ¼ mile.

FRANCE.*

The best marks to clear the whole of the sholes called *Basse-jaune*, which includes a distance of more than 2 miles, are: the flag-staff of the fort on the Glenans (isles) to be opened to S. of the hill on Penfret (isle); which will lead southward; and if opened to N. of the northern hill on Penfret, it will lead northward. St. Filbert's church open to W. of a small town, which stands about a mile farther inland, will lead clear eastward; and Treguier church open E. of Menhenlow [*qu.?*] wood will lead clear of all W.

R. Stopford,
R.N.

⁂ *Le-Petit-Neptune-Français* gives the following directions for sailing in these waters:—

" Isles of Glenan:—about 3 leagues S.S.W. of Concarneau harbour, you meet with the isles of Glenan; which are a cluster of small islands, making a good haven, where a ship may lie under cover from all winds; but the entrance is difficult. These isles are encompassed on the S. and W. by a number of rocks above and under water; but the N. side is clear enough: you may sail between the main-land and Glenan, the largest of them, by steering nearer to that island; and you also may anchor in 10 or 12 fathoms water. However, there are several rocks under water, by the shores of these islands, and it is not safe to pass that way, especially if you are not well acquainted with it. S.S.W. 1 ⅓ league from the W. point of Glenan stands a rock called *la Jument* [the Mare]; which is almost perpetually under water; but the sea, on the least swell, breaks over it. You may pass close within it, as there is 40 fathoms water; but it is better to pass on its outside, because the Glenan rocks stretching very near to the Jument, render the channel narrow and dangerous. E.N.E. from the E. end of the Glenans are situated the *isles aux Moutons*, [Sheep islands]. Between them and the Glenans lies a small rocky bank under water; which must be avoided by passing not above ¼ league off Glenan, because of the rocks which lie near the westernmost island, and extend ½ league in breadth on the W. side. Along these islands towards the S. are many rocks under water; but on the N. or land-side they are clear, and one may anchor in 10 or 12 fathoms water. E.N.E. 1½ league from those isles is a large black rock a small league off the main-land. You may pass abreast of it without danger, as it is clear all around.—Hydrographer N. C.

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* France:—For the hydrography of this coast, consult the Naval Chronicle, vol. xxvi, p. 148; xxvii, 475; xxviii, 72, 228; xxxi, 329, 400.

AFRICA.

MEDITERRANEAN.

The Eskerkes,* S. of Sicily, are two reefs of very large rocks, bearing from each other S. 19° E. *per* compass, 2½ miles, surrounded by a bank of sand which extends, N.E. 4¾ miles; S.W. 5½ miles; N.W. 8 miles; S.E. ½ mile; E. 2 miles. The setting of the current is N. 1¾ mile *per* hour during the S.E. wind. The water was found to shoal 9 feet on the rocks of 3 fathoms. At full-moon no particular alteration was found in the depth of water. On approaching the Eskerkes, the bottom was always distinctly seen at 25, 30, and sometimes at 40 and 50 fathoms. The depth on the N. reef, which united with the southern one, was found from 10 to 14 fathoms; on the latter 2½ fathoms. The geographical site is in latitude 37° 47′ N. longitude (*per* ☽) 10° 58′ 50″ E. Magnetic variation 19° 28′ W. The true course from Maritimo to H.M.S. Weazel's anchorage on the Eskerkes—[not given] distance 66½ miles. Geographical sites determined on-board the Weazel:—Maritimo 30° 2′ N. 12° 21′ 30″ E. Cape Bon 37° 5′ 30″ N. 11° 5′ 20″ E. Zembla, 37° 11′ 30″ N. 10° 53′ 50″ E. The bearing of Zembla, when seen from the Weazel, at anchor on the Eskerkes bank, S. 17° W. *per* compass.

J. E. 1813.

ASIA.

MALAYAN PENINSULA.

By the report of Captain Maxfield, of the E. I. Company's cruizer Minto, who has lately returned from a survey in the Strait of Malacca, it appears that both the north and south sands, between which ships pass in their voyage to Malacca, are much more dangerous than generally imagined. There are several patches of breakers on both sands, which only appear at half-ebb. The bank in the fair-way called the Two-and-a-half-Fathom-Bank, has in one part of it only two fathoms at low water spring-tides. The Sumatra shore, opposite Cape Ricado, [Rachado, or Tanjong-Tuan] approaches much nearer the Cape than it is laid down in any chart now published.†

There are passages between the breakers over the North Sand, but in some places the water is shallow, and sufficient only for small ships. The route through the Strait of Cologne is safe and expeditious, if it is blowing and heavy swell outside. The strait is much shorter than laid down in any chart, and any good sailing ship may beat through it in one tide.—(*Calcutta*, 20 December, 1813.)

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* H.M.S. Athénienne was wrecked on the Eskerkes (1806.) See Naval Chronicle, xvi, 163, 493; xvii, 57; xxiii, 310; xxv, 294.—Hydrographer N. C.

† The latest and best chart of these coasts, is that published by James Horsburgh, Esq. F.R.S. in 1813, and reviewed in the Naval Chronicle for the same year, vol. xxix, p. 315. Malacca and it's strait is noticed in the following places of this work: N. C. vol. xxi, p. 296; xxx, 332.

AMERICA.

HAITI or HESPANIOLA.*

The result of a court-martial, recently holden to investigate the loss of H. M. S. Persian, has incidentally been productive of the following hydrographic information:—The sentence of that court declares that, "the loss of the Persian was occasioned either by a strong southerly current setting at the rate of 4 miles *per* hour; or, by the sholes called Silver-kays [*Cayos de plata,*] being laid-down in the Admiralty charts 20 miles too far southward." †

ORANGE KAYS.

The Orange Kays are situated on the coast of Darien, between Porto Bello and the river Chagre, distant from the former place 5 leagues; they lie in latitude 9° 33′ N. and in longitude 79° 58′ W. The appearance of the land when standing towards the anchorage of these kays, has nothing very remarkable in it; the mountains are lofty, and the sea coast is one continued forest: the kays, from being covered with trees, are not easily made out, until a vessel draws close in; the spot for anchoring is extremely confined, but is snug, and has good holding ground. In running in, it will be necessary to keep close to the reef which runs from the S W. part of the islet, luffing close round it, and when the channel between the kays and main land is brought open, the anchor should be let go; then will be found 4 fathoms, muddy bottom. The soundings when standing in, gradually lessen from 10, to 9, 8, 7, 6, 5, abreast of the point of the reef, and 4 fathoms within it. This place, which is excellent for his Majesty's ships cruising on this coast, to resort to, during a Spanish war, from its central situation between the Rio Chagre (where the gold and silver are coined), and Porto Bello (whence it is afterwards sent), is not known to english officers, nor should we have found it, or perhaps have heard of it, had not the master, (an American) formerly been employed in the force trade, and well acquainted with the whole coast. The *bungies,* or large canoes, which convey the specie, set off after dark from Chagre, and passing through the passage of these kays, arrive before daylight at Porto-Bello. Whilst the vessel I belonged to was on this cruizing ground, a party of sailors and marines were landed, and the launch, with a carronade in her bow, was hauled into the bushes, the branches projecting sufficiently so as to effectually conceal, for the purpose of intercepting these canoes; but the Spaniards either had not the money ready for sending away at that time, or which is more likely, discovered our intention,‡ for the *bungies* passed by empty. The whole coast is overgrown with lofty mangrove, whose branches intersect one another so closely, as to make it difficult, and in many places impossible, to penetrate more than a yard or two from the water, the main land contiguous to the sea must be very low, as these trees, as far as the eye could trace in-shore, grew in the water: abundance of excellent oysters were found adhering to their roots and branches; † without-side of these trees, the bottom is composed of sharp coral rock, which makes it difficult to approach them. In the channel between the islets and main land there is only water sufficient for boats; from the eastern kay we got a good supply of fire-wood. On the one which forms the anchorage, there is a small pond of water, but brackish. This place is sheltered from the sea, and the easterly breezes, but lies open to the western quarter. We found the current a few miles in the offing set 3 miles an hour to the eastward; fish are to be caught here, but they are not abundant.

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* Naval Chronicle: iii, 83; xii, 93; xxiv, 24, 241; xxx, 491; xx, 35.

† !!! (Hydrographer N. C.)

‡ We afterwards learnt, to our no small regret, that the specie, to an immense amount, was conveyed to Porto Bello, and from thence to Carthagena, in a small schooner. The account was doubly galling to us, as we had suffered her to pass close by the anchorage where we lay at anchor, the greater part of the officers being of opinion, that she was a force-trader, from which we had separated a few days before, and which was expected to pass up the coast; the captain

J. E. 1807.

ST. PHILIP'S CAYS.

THE Keys (or Cays) of St. Philip, lay on the coast of Cuba, off the western entrance to the right of Batabana. A frigate I was in anchored off them early in the month of August, in 5¾ fathoms grassy bottom; the following bearings may serve to guide ships hereafter that come to anchor there: the largest key N.E. b. E. ½ E. 1½ mile distance; the Bushy or middle, key N.E. ¼ E.; the outer bush N.E.; the high land of the main island is seen from hence; its extreme, which appears insular, bears W.N.W. This place has not any thing which can induce the cruizer to tarry, but the very great abundance and excellent fish that are to be caught with a line—it is certainly in that point of view, a desirable spot to call at during a long

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therefore did not think it necessary to board her, which we might have done even as late as 8 P.M. her lights being then seen about 3 miles in the offing, at which time a very light wind was blowing. I note this circumstance to shew the folly of trusting alone to eye-sight in a case of this nature, and to point out the necessity (if possible) of boarding every vessel that is seen.

† MANGROVE, OYSTER:—"This river [Mitombo, *alias* Sierra-Leone] produces several sorts of fish, most of which are very good in their kind, except the oysters; of which there are vast quantities growing to the branches of trees! I make no doubt but many will be apt at first to question the truth of this assertion; but the fear of such like observations shall at no time hinder my giving a faithful narrative of whatsoever I met with worth notice throughout this whole expedition. Therefore, I shall acquaint my reader, that the mangrove is a tree which grows in shallow water. The leaf is exactly like that of an european laurel, and the branches have a natural tendency downwards to the water. These under water are always stored with such shell-fish as in hot climates grow even to our ships' bottoms, the chief of which are oysters. And I have often cut off the branch of a mangrove, so full of oysters, barnacles, &c. that I could scarce lift it into the boat."—W. SMITH's *Voyage to Guinea*, 1726.——(HYDROGRAPHER M. C.)

cruize; so numerous are the fish here, that some of our men in wading on shore, were nearly thrown down by the large bone fish darting between their legs; there is a great variety, but the most profitable is the June, or Jew, Fish; we caught one weighing 344 *lb.* and several nearly as large.

J. E. 1808.

PLATE CCCCXXIII.

PORTO BELLO, a sea-port town of Panama. The harbour was discovered by Columbus in 1502, and from its extent, depth, and security, called it Porto Bello, i. e. "*the fair harbour.*" Its entrance is well defended by Fort St. Philip, and nearer to the town is another large castle and a small fort. These defences were, however, partly demolished, and the town taken by Admiral Vernon, with only six ships of war, in 1739. Its situation is on the northern coast of the isthmus of Darien, 60 miles N. of Panama. Lat. 9° 33′ N. long. 79° 45′ W.

STATE PAPERS.

By his Royal Highness the Prince of Wales, Regent of the United Kingdom of Great Britain and Ireland, in the name and on the behalf of his Majesty,

A PROCLAMATION,

For recalling and prohibiting his Majesty's natural-born Subjects from serving in the Sea or Land Forces of the United States of America.

George, P.R.

WHEREAS by the antient law of this realm, founded upon the principles of general law, the natural-born subjects of his Majesty cannot, either by swearing allegiance to other Princes or States, or by other their own acts, or by the acts of any foreign Princes or States, either alone or concurring with their own, discharge themselves or be discharged from the natural allegiance which, from their birth, they owe to his Majesty, his heirs, and successors, which natural allegiance being antecedent and paramount to any other claim of allegiance whatsoever, cannot, by these or any other such acts, be withdrawn or cancelled: and whereas it hath been represented to us, that divers of the natural-born subjects of his Majesty have accepted letters of naturalization, or certificates of citizenship, from the United States of America, and have sworn allegiance to the said States, and professed to renounce the natural allegiance which they owe, and must continue to owe, to his Majesty, his heirs and successors; and have, in violation of such natural allegiance, engaged by sea and land in hostile and traitorous acts against his Majesty: and whereas some of the said natural-born subjects of his Majesty may have been induced so to act from an erroneous persuasion and belief, which they may have been led to entertain that their duty of natural allegiance was capable of being dissolved or withdrawn from his Majesty, his heirs and successors; we have, therefore, thought fit, in the name and on the behalf of his Majesty, and by and with the advice of his Majesty's Privy Council, to issue this Proclamation, hereby warning all the natural-born subjects of his Majesty, that the natural allegiance which they owe, and of right ought to bear and pay, to his Majesty, his heirs and successors, cannot, either by their own acts, or by the acts of any foreign Princes or States, either alone or concurrent with their own, be dissolved or withdrawn from his Majesty, his heirs or successors; and we have further thought fit, in the name and on the behalf of his Majesty, and by and with the advice aforesaid, in consideration that some of the said natural-born subjects of his Majesty may, through delusion or error, have so acted as aforesaid, by this Proclamation to publish and declare, that all such the said natural-born subjects of his Majesty, who, having so acted, shall, within four months from the date hereof, withdraw themselves from the services of the said United States, shall receive his Majesty's free and gracious pardon: and we do, moreover, in the name and on the behalf of his Majesty, and by and with the advice aforesaid, hereby also publish and declare, that all natural-born subjects of his Majesty, who shall hereafter voluntarily enter, or, having entered, shall voluntarily continue to serve in the land forces, or on board any of the ships or vessels of war of the said United States of America, or in the private ships or vessels of war belonging to the citizens of the said States at enmity with his Majesty, being thereby guilty of high treason, shall be punished with the utmost severity of the law.

Given at the Court at Carlton-house, the 23d day of July, 1814, in the 54th year of his Majesty's reign.

GOD SAVE THE KING.

Foreign Office, September 3, 1814.

EARL BATHURST, one of his Majesty's principal Secretaries of State, has this day notified, by command of his Royal Highness the Prince Regent, to the Ministers of Friendly Powers resident at this Court, that the necessary orders will forthwith be issued to the officer commanding his Majesty's ships and vessels employed in the blockade of the coast of Norway, to discontinue the said blockade.

ON OUR MARITIME RIGHTS AND THE AMERICAN QUESTION.

BY THE EDITOR.

(Continued from page 141)

MR. BURKE, whose authority is so universally admitted, speaking of the attachment of the Americans to *the principles of liberty*, and the expediency of *conciliatory* measures, observed, that with them, "*the fierce spirit of liberty is stronger than amongst any other people on earth; whose institutions inspire them with lofty sentiments; who do not judge of an ill principle only by an actual grievance; but who anticipate the evil, and judge of the pressure of the evil by the badness of the principle;—who snuff the approach of tyranny in every tainted breeze.*"

It was an "*ill principle,*" namely, the determination of ministers to *tax America* without her concurrence, that gave rise to the war that terminated in the loss of thirteen provinces.

In the origin of the unhappy disputes that led to the present hostilities, Great Britain was accused by the United States of violating, by her ships of war, their territory, and exercising sovereign authority within the boundaries of her rivers and waters.*

These acts were followed by the banishment of our ships of war from the ports and waters of the United States, then by the non-importation act, and ultimately by the sanguinary and destructive warfare that now prevails. If it be allowed that Mr. Burke knew any thing of the character of the Americans—"*they judge of the pressure of the evil by the badness of the principle;*" and if so, a republican government would find it more difficult to restrain popular indignation, than to excite it; and experience more trouble in reconciling the American people to endure what they would term the indignities of peace, than the calamities of war.

There are few men to be found with any character as statesmen who would now defend the late orders in council: the most odious feature of which, was its forcing neutral ships into British harbours, and *then levying a duty on the cargoes!* This attempt to raise a revenue by ships of war was indeed generally execrated and quickly abandoned; but the orders in council remained, which gave it birth. American writers asserted, that the measure of imposing a duty on tea to be consumed in America, was much less offensive than thus compelling their merchantmen into our ports, and there imposing an arbitrary duty upon American property.

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* The alleged misconduct of the Cambrian frigate, in seizing and impressing persons in *the harbour of New York.*

The death of an American citizen in a coasting vessel, within the limits of the United States, by a shot from the Leander.

The destruction of L'Impetueux, a French 74, within a few hundred yards of the shore of North Carolina, by three ships of war, under the orders of Captain Douglas;—his proceeding thence to the waters near Norfolk, and there refusing to surrender *impressed American seamen*—blockading the port, by interrupting the communications, and invading the territory of the States in the midst of peace.

The affair of the Chesapeake.

Should no very radical and general change have taken place in the American character, since the time of Mr. Burke, it is too probable, that rather than recede from the object for which they affirm they took up the sword, they will risk the consequences of our hostility, however terrible, and strain every nerve to make us feel the effect of their wrath. Characters such as Mr. Burke describes would sooner see their cities smoke in ruins than admit a foreigner to exercise sovereign authority within the limits of their republic, upon their shipping, or the persons of their mariners. Our government is encouraged by the public press to persist in that line of conduct which has led to the present state of affairs; and every instance of retaliatory severity, as it is termed, that is practised by our soldiers or sailors against the persons or property of the Americans, is hailed with lavish encomiums, and a repetition encouraged!

On the other hand, far from being intimidated by the enormous accession of power conferred by the recent peace with France, it is stated by our ministerial prints, that the American ministers at Ghent refused, *even to admit as points of discussion*, any proposition that went to infringe the honour or the integrity of the United States. This haughty demeanour, if it be correctly stated, affords a strong corroboration of the character of the Americans, as given by Mr. Burke, and removes the prospect of peace to an interminable distance.

In making these remarks, we are not acting as the advocates for America, nor as the denunciators of our own government: it is by the soundness of our own principles we must stand or fall. We would, were we able, guard our country from the calamity of having its maritime pretensions considered as being no less odious and intolerable to independent nations, than the military despotism of France. A German paper, called the "*Universal Gazette*," has made an appeal to the Emperor of Russia, in favour of *the liberty of commerce, and the rights of maritime nations.* The Editor grounds his observation on this principle, that AN UNIVERSAL MARITIME MONARCHY will be as odious and oppressive as the tyranny which lately spread itself over the continent, *unless other nations* SHALL UNITE in establishing a barrier upon the sea as well as upon the land.

By an article dated Ghent, the 19th instant, it was asserted the RUSSIAN MEDIATORS had arrived! but it appears by subsequent accounts that the report was unfounded.

Want of room compels us to compress as much as possible what we have to say on this important subject. We hope the destructive and expensive contest now raging will not be suffered to continue too long—lest some other nation, calculating upon the effects of renewed war, upon our funds, should resolve on hostility with this country.

The splendid success of our operations against the metropolis of America, affords the finest possible opportunity of conciliating public opinion by the offer of immediate peace on honourable and liberal conditions.

We earnestly recommend to the consideration of the advocates for interminable war with America, the following memorable expressions by Mr. Burke; *viz.*—

" Among precautions against ambition, it may not be amiss to take one precaution against our *own*. I must fairly say, I dread our *own* power and our *own* ambition; *I dread our being too much dreaded.* It is ridiculous to say we are not men; and that as men, we shall never wish *to aggrandize ourselves* in some way or other. Can we say, that even at this very hour, *we are not invidiously aggrandized? We are already in possession of almost all the commerce of the world.* Our empire in India is an awful thing. If we should come to be in a condition not only to have all this ascendancy in commerce, but to be able, without the least controul, to hold the commerce of all other nations totally dependant on our good pleasure, we may say that we shall not abuse this astonishing and hitherto unheard of power, *but every nation will think we abuse it.*—It is not *impossible, but sooner or later*, THIS STATE OF THINGS MAY LEAD TO A COMBINATION AGAINST US, WHICH MAY END IN OUR RUIN."

[To be continued.]

NAVAL LITERATURE.

Oriental Commerce, &c. *By* WILLIAM MILBURN, *Esq.*

[Continued from Vol. XXXI. page 413.]

THE second volume is divided into 12 chapters, and begins at chapter xix with a description of Madras, to which is prefixed, (at p. 1), a neat outline chart of the coast of Coromandel, from Madras to Bengal.

In the Volume now before us, we shall confine ourselves principally to noticing, and, in general, giving in Mr. Milburn's own words, such extracts as we conceive will be most interesting to our readers; and we are concerned that a sufficient space cannot be allotted to enter more at large into so useful and scientific a publication. Our author begins this volume by saying that;—

" Madras, or Fort St. George, is in latitude 13° 4′ N. and longitude

80° 22' E.; it is the principal settlement of the English on the coast of Coromandel, and subject to the controul of the governor-general of India. Madras is divided into two parts, the fort, or White Town, and the Black Town. The fort stands close to the sea-side; in the middle of it is the old original fortress which was built on the first arrival of the English. This building is now converted into the offices of government, and the town residences of many of the company's civil servants. To the southward stands the church, at the back of which is the governor's house. To the northward of the old fort stands the exchange, a magnificent building; on the top of it is a light-house, which is of essential service to vessels coming into the roads at night. The light is 90 feet above the level of the sea at high water, which may be seen from the decks of the company's ships above 17 miles, and nearly 26 miles from the mast-head.

" The Black Town is to the northward of the fort, separated by a spacious esplanade; it is near four miles in circumference, and surrounded with fortifications sufficiently strong to resist the attempts of cavalry to surprise and plunder it. Since the irruption of Hyder Ally, in 1780, they have been considerably strengthened. This town is the residence of the Gentoo, Moorish, Armenian, and Portuguese merchants, and of those Europeans who do not hold situations under the government. The custom-house, and the houses of some of the merchants at Black Town are large and elegant buildings; these, with the pagodas and temples have a grand appearance from the sea.

" To the southward of the fort stands the country residence of the governor; and a short distance to the southward of that is Chepauk, the palace of the nabob of Arcot. The surrounding country is called the Choultry Plain, and is covered with the houses and gardens of the Europeans, most of them large and beautiful; and, from the superior quality of the chunam or mortar, used in their erection, have an appearance of being built with marble.

" The Choultry Plain commences about a mile and a quarter S.W. of Fort St. George, from which it is separated by two rivers; the one, called the river of Triplicane, winding from the west, gains the sea about 1000 yards to the south of the glacis. The other, coming from the N.W. passes the western side of the Black Town, the extremity of which is high ground, which the river rounds, and continues to the east, until within 100 yards of the sea, where it washes the foot of the glacis, and then turning to the south, continues parallel with the beach, until it joins the mouth and bar of the river of Triplicane. From the turning of the river at the high ground, a canal striking to the southward communicates with the river of Triplicane. The low ground, included by the channels of the two rivers and canal, is called the Island, which is near two miles in circumference. About 1200 yards from the strand of the sea is a long bridge, leading from the island over the Triplicane River, to a road which continues south to the town of St. Thomé. Another bridge over the canal, leads to the west, amongst others to a village called Egmore, from which this bridge takes its name. Coming from the south or west, these two bridges afford the only convenient access to the fort or White Town, excepting another along the strand of the sea, when the bar of the Triplicane River is choaked with sand. All the ground between the St. Thomé Road and the sea is filled with villages and inclosures; and so is that on the left, for half a mile towards the Choultry Plain, from which a road and several smaller passages lead through them to the St. Thomé Road.

"The Choultry Plain extends two miles to the westward of the enclosures which bound the St. Thomé Road, and terminates on the other side at a large body of water called the Meliapour Tank, behind which runs, with deep windings, the Triplicane River. The road from the mount passes two miles and a half under the mound of the tank, and at its issue into the Choultry Plain is a kind of defile formed by the mound on one side, and buildings with brick enclosures on the other.

"As a heavy surf breaks high on the beach, the country boats are employed on all occasions where communication with the shore is requisite. The boats belonging to the ships in the roads frequently proceed to the back of the surf, where they anchor on the outside of it, and wait for the boats from the beach to carry on shore their passengers, &c. It frequently happens, when the weather is unsettled, with a heavy swell rolling in, that the surf is so high as to make it dangerous for any of the country boats to pass to or from the shore; when this is the case, a flag is displayed at the beach-house, which stands near the landing-place, to caution all persons on board ships against landing, which should be carefully attended to; for numerous lives have been lost at different times through the temerity of Europeans proceeding to pass through the surf, in defiance of the admonitory signal.

"The road is open to all winds, except those from the land, and there is generally a heavy swell tumbling in from the sea, making ships roll and labour excessively. Large ships generally moor in nine fathoms, with the flag-staff W.N.W. about two miles from the shore.

"From the beginning of October to the end of December, is considered the most dangerous season to remain in Madras roads, or at any other ports on the coast of Coromandel, being subject to hurricanes; but if a ship, kept in good condition for putting to sea on the first appearance of a gale, takes advantage of the N.W. wind, which at the commencement of a hurricane blows off the land for three or four hours, there is but little danger to be apprehended; yet many ships, by neglecting to put to sea, have been lost, and their crews perished."

Mr. Milburn next proceeds by giving an account of the first settlement of the English at Madras (in 1640), as also of the attacks made on the same at various times by the French.

The government of Fort St. George and its dependencies are vested in a governor and three counsellors; there is likewise a supreme court of judicature established, consisting of a chief justice and three other judges, who are to be barristers of not less than five years standing, and named by the King. The chief justice's salary is 6000*l.* per annum, and to each of the other judges 5000*l.* a year, in lieu of all fees. After seven years service in India, if the judges return to Europe, the chief justice is entitled to a pension of not more than 1600*l.* a year, and the others to not more than 1200*l.* a year.

A list and value of the coins is next given, and at p. 11 is an account of the commerce at Madras and its dependencies. We observe in the commerce with London, the balance in favour of Madras and its dependencies in 1805, was *sicca rupees* 40,23,852. In the summary of the commerce with all parts of the world, it appears the balance of trade in *favour* of Madras, in the years 1802 to 1806 inclusive, was *sicca rupees,* 328,51,307. From p. 53 to the end of the chapter is much useful information, under the following heads:—The Custom-house regulations—import duties—export duties—regulations for the beach department—rates of boat hire—charges for ballast—expenses of watering—light-house dues—salvage of anchors—rates of cooley-hire—hire of Palanquin bearers—wages usually allowed to servants—passport regulations—list of merchants, with general rates of their commission—company's imports from and to Europe—revenues and disbursements. Under this head, Mr. Milburn observes—

"The following are the sources from whence the revenues proceeded in the year 1808-9, and the particulars which constituted the charges in that year:—

REVENUES.		CHARGES.	
Post Office	16,806	Post Office	19,926
Customs	152,938	Revenues and Customs	333.024
Carnatic	1,016,679	Carnatic	358,613
Tanjore	431.405	Tanjore	130.685
Mysore	1,540,228	Mysore	208.519
Nizam	681,807	Nizam	77,551
Dutch Settlements	2,727	Dutch Settlements	9,336
Travancore	6,504	Civil and Judicial	493,548
Land	1,057,628	Military	3,143.575
Farms and Licences	61,599	Buildings & Fortifications	18[illegible],966
Total of Revenues .. £	4,968,321	Total of Charges .. £	4,955,743

[To be continued.]

Poetry.

MR. EDITOR, *Aug.* 18, 1814.

I FEEL very much gratified by your inserting my letter in your valuable publication: I only wish that the pen of some abler writer would be used, particularly in recommending (forcibly) that most excellent Institution, the Naval Charitable Society. If you think the following verses, made (as it were impromptu) on both occasions, worthy your notice, I shall feel highly gratified.

I remain, Sir, yours, &c.

Philo-Nauticus.

Verses occasioned by the severe Loss of the ST. GEORGE, HERO, *and* DEFENCE, *with most of their Crews.*

THOUGH Britain has her CHAMPION lost,
Her HERO too, on Holland's coast;
Without DEFENCE, she's likewise left,
And, of her gallant Tars bereft:
Yet, still she bids DEFIANCE * sail
Unto the Scheld, with fav'ring gale;
There take her station, and display
The Red Cross † Banner o'er the sea;
And bravely dare the Sons of France
To combat, if they choose t'advance,
Nor longer skulk, 'twixt shoals and sands,
But meet the Fleet which YOUNG commands—
Then try upon the open sea,
To whom belongs supremacy:
Though England has her CHAMPION lost,
Th' IMPREGNABLE will still preserve her Coast.

IMPROMPTU,

On his Majesty's Sloop SAPPHO *engaging and taking the Danish Brig of War,* ADMIRAL YOUL.

WHEN SAPPHO met the ADMIRAL YOUL,
She op'd the Music of her Soul!
And played her Strains, loud and melodious,
Which to the Danes, appear'd quite odious:
So much so; that they slack'd their fire,
To yield the Prize to her sweet Lyre.

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* The Defiance happened to sail to the Scheld at the time.

† Admiral Young's flag was white, on board the Impregnable.

THE LAWS OF A MAN OF WAR'S WARDROOM MESS;

Versified from the established Regulations of a First Rate.

YE Wardroom Mess Sieurs, who, tho' govern'd by laws,
Which Lycurgus, or Solon, might own with applause,
From ill habit, or wilful perverseness of mind,
Are daily transgressing, and daily are fin'd:
Derry down, &c.

As, at plain roast and boil'd many turn up the nose,
Yet relish them hash'd, or in rich harricoes;
So,—since laws, in plain prose have gain'd little attention,
I'll dish them in rhyme, if my muse find invention.
Derry down, &c.

The board,—*two* clean table cloths weekly shall grace;
And their owner be chair'd in the *President's* place;
While, as *Vice*, he whose names next in order appear,
Shall a seven days' apprenticeship serve to the chair!
Derry down, &c.

Each new month, twenty crowns every member shall pay,
Which are deem'd quite sufficient the expence to defray;
And a cashier be chosen, the forfeits for taking,
On the first of each month, for fines, tippling, or breaking,
Derry down, &c.

Each member, that breaks (as of breaking I've spoken),
Shall pay two for one of the utensil broken:
But, if by his servant, or friend it be done,
Then, such member is bound, but to pay *one* for *one!*
Derry down, &c.

No *public* utensils must e'er be convey'd
To officers' berths;—or three grat must be paid;
And under like fine,—save books, news, or such lumber,
The lockers, or rudderhead, nought must encumber!
Derry down, &c.

In the Wardroom, your *side-arms* to leave ne'er presume,
For such things—in your cabins there being full room;
Nor sport *indecent words*, be your tongue e'er so willing,
While the cloth's on the table,—or forfeit a *Shilling!*
Derry down, &c.

But when the *white* cloth is displac'd by the *green.*
Without risque you may *swear*, or use *languuge obscene;*
But, "fillip an *atom*, the table athwart,"
You must wash out such crime with a *bottle of port!*
Derry down, &c.

A reason for this "sense uncommon"[*] supplies,
"*Smut* cannot—an *atom* may—put out your eyes!"
And hence in our law-giver plainly appears,
Vast care of our eyes at the expense of our ears!
Derry down, &c.

The steward, and his underlings,—wise and half-witted,
Are all to the *Caterer's* direction committed;
Who alone shall find fault,—if he faults should discover;
And their waiting, at *half after ten* shall be over!!
Derry down, &c.

Each man, who to dine at the mess shall resort,
May drink "half an undersiz'd bottle of port;"
But must pay, if inclin'd "extra liquor" to quaff,
At the rate of two shillings, "*a pint and an half!*"[†]
Derry down, &c.

Public days—your acquaintance with dinner for treating,
Are *Tuesdays*, and *Thursdays*, untax'd for their eating;
But you pay, if on other days company dine,
"Two and sixpence per head, and their quota of wine!"
Derry down, &c.

On public days only, or when our good Lord[‡]
Dines on *Sundays*, bright *sherry* must smile on the board;
And ev'n then, more than *twice*, if you're challeng'd,—alas!
You must drink to your friend from a *fancy-filled glass!*"
Derry down, &c.

But though, as aforesaid, your friends may *eat*, gratis,
You must pay for their *wine*, as the specified rate is;
And, if they embarrass the Caterer's plan,
You must pay too for eating, "a shilling per man!"
Derry down, &c.

Though above, it a binding decree has been made,
"That all fines, on the first of each month shall be paid;"
Yet hereby, "law the third," is repealed, and amended;
"And such fines shall be paid, ere a day shall be ended!"
Derry down, &c.

That a *Mess-Book* be kept, is the final direction,
And brought every morn, for the Caterer's inspection;—
In which shall be mark'd all the *prog* that's procured,
And such *prog* shall be only receiv'd by the *Steward!*
Derry down, &c.

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[*] The officer, who compiled this body of "Salt-water Laws," was distinguished among his messmates by this appellation, "uncommon sense!"

[†] A nominal quart.

[‡] Admiral Lord Bridport.

Of this wise code of laws, I have now made a finish,
Where you'll easily scan each addition, that mine is;
And, I trust, " that no Member will dare to resist 'em;
" Since sense more than common dictated the system ! "
Derry down, &c.

11th October, 1813.

Extract from Lord Byron's recent Poem, called, THE BRIDE OF ABYDOS.
(Canto 2.)

I.

THE winds are high on Helle's wave,
As on that night of stormy water,
When Love—who sent—forgot to save
The young, the beautiful, the brave,
The lonely hope of Jesto's daughter.
Oh! when alone along the sky
Her turret-torch was blazing high,
Though rising gale, and breaking foam,
And shrieking sea-birds warn'd him home;
And clouds aloft, and tides below,
With signs and sounds forbade to go,
He could not see, he would not hear,
Or sound or sign foreboding fear;
His eye but saw that light of love,
The only star it hail'd above;
His ear but rang with Hero's song,
" Ye waves divide not lovers long!"
That tale is old, but love anew
May nerve young hearts to prove as true.

II.

The winds are high—and Helle's tide
Rolls darkly heaving to the main;
And night's descending shadow's hide
That field with blood bedew'd in vain;
The desart of old Priam's pride—
The tombs—sole relics of his reign—
All, save immortal dreams that could beguile
The blind old man of Scio's rocky isle!

III.

Oh! yet—for there my steps have been,
These feet have press'd the sacred shore,
These limbs that buoyant wave hath borne—
Minstrel! with thee to muse, to mourn—
To trace again those fields of yore—

Believing every hillock green
  Contains no fabled hero's ashes—
And that around the undoubted scene
  Thine own "broad Hellespont" still dashes—
Be long my lot—and cold were he
Who there could gaze denying thee!

BAD WINE RECONCILED.

WILL BACKSTAY to 'scape a smart show'r of rain,
  Popt into the sign of the Bull,
And pull'd loud the bell, he pull'd it amain,
  As sailors on shore, always pull.

For blackstrap he called, and 'gan drink apace,
  But very soon put his glass down,
Will turn'd up his nose, he made a wry face,
  And call'd for the host with a frown.

But a thought struck the tar, before the host came,
  That he'd e'en pay his bill in due form,
And he mentally said, "the host I'll not blame,
  "For to me, *any* PORT *in a storm.*"

Plymouth Dock, 2d August, 1814.

Jack Junk.

"*Le Trident de Neptune est le Sceptre du Monde.*"*

WHILE Rome vainly boasts of her temples and fountains,
  The emblems of grandeur and pow'r that are gone;
And France idly vaunts of her vine-wreathed mountains,
  The feats of her heroes and trophies they've won:
The sons of Britannia, the empire of Freedom,
  Nor envy such pomp, nor the blessings of clime,
For their deeds crave no sculpture, nor high tow'ring dome—
  By Fame they're enrolled on the records of time.

Blest nation! tho' Nature denies the soft season,
  (Whence luxury springs to enslave and betray)
She yields to thy care, as the guardian of Reason,
  The sceptre of freedom, to shield and to sway.
Borne wide o'er the ocean, where thy standard's unfurled,
  By those winds that assail thy proud cliffs in vain,
Thy trident, Britannia! shall sway o'er the world,
  And its pow'r, like thy fame, unrivall'd remain.

13th August, 1814.

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* See page 177, of this volume.

Marine Law.

ON the 3d February a Court Martial was held at Plymouth on Captain William Bissel, of H. M. Sloop, Savage, to enquire, whether from the state of the wind and weather, the Savage should have been in the situation in which she was run ashore off the island of Guernsey, on the 20th of January, 1814.

The court was of opinion that the Savage should not have been in the situation in which she was run ashore; and Captain Bissel was sentenced to be dismissed H. M. S. Savage.

The court called the attention of the lords of the Admiralty to the conduct of Charles Leach, the master, both with respect to the accident, and the perjury which he committed on the trial.

On the 31st March, a court-martial was held at Plymouth on board the Salvador del Mundo for the trial of Captain Philip Browne, of the Hermes frigate, on seven distinct charges preferred against him by the first lieutenant, Mr. Charles Letch, for abusive and fraudulent conduct.

The court determined that the charges had been in part proved, and in consequence adjudged Captain Philip Browne to be dismissed his Majesty's service.

On Saturday, 3d September, a naval court-martial was held on board the Crescent, at Spithead, for the trial of Captain Thomas Bennett, late first lieutenant of H. M.'s ship Crescent, on charges preferred against him by Vice-admiral Sir Richard Keates.

The charges were, a defect in discipline and regularity; that "*damnation to the captain*" had been drank by the officers at their mess; and that Lieutenant Bennett had beaten Captain Quillam's boy.

After having gone through a great mass of evidence, the court decided that the charges were unfounded and vexatious, and he was fully acquitted.

A court martial was held at Portsmouth, on Friday, 16th September, on board his Majesty's ship Gladiator, for the trial of Captain R. H. Barclay, and his remaining officers and men, for the loss of the squadron of British gun-boats, on Lake Erie, on the 10th of September, 1813, in an action with the American flotilla, of vastly superior force. It appeared, from the public letters read to the court, that Captain Barclay's situation was as singular, as his gallantry and good conduct were conspicuous. He was appointed to command the squadron on Lake Erie, immediately on the arrival of Commodore Sir James Yeo on Lake Ontario. It had been offered to, and refused by, Captain Mulcaster, *on account of the exceedingly bad equipment of the vessels.* Captain Barclay joined his command, with a lieutenant, a surgeon, and nineteen rejected seamen of the Lake Ontario squadron, in June 1813; and immediately despatched to Sir James Yeo an account of the deplorable state of the vessels, and that they were then all blockaded in Amherstburgh by the American flotilla, where General Proctor's army was stationed. Subsequently, about fifty seamen of the Dover troop-ship joined him; but then he had not more than one hundred and fifty British seamen distributed in his squadron, the remainder being Canadians and soldiers. The American force was double the amount of his in the number of ships and guns, and there was no comparison in respect to the quality of the seamen. However, on the 9th of September, he was compelled to sail from Amherstburg, to endeavour to open a communication with Long Point, for the purpose of obtaining a supply of provisions and necessaries, both for his squadron and General Proctor's army; the winter was rapidly approaching—the navy had been, for some time, on short allowance; and the supplies by land were, by no means, equal to the consumption, particularly as there were 14,000 Indians with the army who would not brook any abridgment of their rations or indulgencies; indeed, the very inhabitants of the neighbouring settlements were feeding from the government stores. Under these pressing exigencies, with the advice of General Proctor, Captain Barclay sailed: he hoped either to pass the American squadron, or so disable them, as to effect his passage to Long Point. On the following morning, he fell in with the enemy, and, having the weather-gage, bore down to commence the action; but, unfortunately, at the instant the wind veered round, and brought our squadron to leeward. The commencement, however, was propitious; the American commodore was obliged to leave his ship, which soon afterwards surrendered, and hoist his flag on board another of his squadron, which had not been engaged, and was making away; when, unfortunately, the Queen Charlotte and Detroit, our two best ships, having had all their officers killed and wounded, fell on board of each other, and were unable to clear; at the same time the greater number of their guns were dismounted, and the Lady Prevost had fallen to leeward, having lost her rudder. The Americans, seeing this situation of our ships, renewed the action, with the assistance of his gun-boats, by which the whole of our squadron was obliged to surrender. General Proctor not being able to obtain the supplies, was under the necessity of making a retrograde movement, a circumstance which strongly evinced the necessity there was for the attempt that was made. Commodore Sir James Yeo, in his letter to Admiral Sir J. B. Warren, relating the event, states, that, in his opinion, Captain Barclay was wrong to sail from Amherstburg; and it was in consequence thereof the court-martial took place. The court pronounced the following sentence:—

"That the capture of his Majesty's late squadron was caused by the very defective means Captain Barclay possessed to equip them on Lake Erie; the want of a sufficient number of able seamen whom he had repeatedly and earnestly requested of Sir James Yeo to be sent to him; the very great superiority of the force of the enemy to the British squadron, and the unfortunate early fall of the superior officers in the action:—That it appeared that the greatest exertions had been made by Captain Barclay in equipping and getting into order the vessels under his command; that he was fully justified, under the existing circumstances, in bringing the enemy to action; that the judgment and gallantry of Captain Barclay in taking his squadron into action, and during the contest, were highly conspicuous, and entitled him to the highest praise; and that the whole of the other officers and men of his Majesty's late squadron, conducted themselves in the most gallant manner; and did adjudge the said Captain Robert Heriot Barclay, his surviving officers and men to be MOST FULLY AND HONOURABLY ACQUITTED.

"Rear-admiral FOOTE, President."

It was not possible to see this brave officer before the court, and not be agitated with mingled feelings of regret and admiration, with one arm amputated, the other so dangerously wounded as to be suspended in bandages in a most particular position; a part of his thigh cut away by a cannon shot; and, with *five* other wounds, he presented, while the sentence was passing, an honourable instance of suffering heroism, and mental sensibility; for he was affected at the testimony borne by the court to his conduct, almost to the shedding of tears.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

AN action that has proved fatal to another of our sloops of war, took place on the 1st. inst. about ½ past 8 in the evening, in lat. 47° 35′ lon. 10° 37′ between Kinsale and Cape Clear, between H. M. late sloop the Avon, Hon. Capt. Arbuthnot, and the United States sloop of war, the Wasp.

The battle, sustained at close quarters, lasted two hours and twenty minutes. On board the Avon there were FORTY-ONE persons killed and wounded; the main-mast was shot away; and she received so many shot in her hull, that she was actually sinking, and some accounts state that she had struck, when providentially the Castilian hove in sight, and after giving the Wasp a broadside, hastened to the relief of the gallant crew of the sinking vessel. The captain was wounded in both his legs, but not dangerously. The first lieutenant, Mr. Prendergast, who was dangerously wounded, died the next day. Lieutenant Harvey, the last person that quitted the Avon, was also wounded. Mr. John Travers, midshipman, severely. The gallant survivors were landed at Cork, and it was reported and believed, that the Wasp had gone down.

A neutral vessel has since landed at the Downs the masters of three of our merchantmen, that were prisoners on board the Wasp, during the engagement, who have reported that she had only two men killed and three wounded during this long and desperate battle: to us this assertion appears incredible, and shews the necessity of *immediately* building vessels capable of carrying MORE MEN, and HEAVIER METAL, as the present disparity is truly discouraging to both sailor and officer. The Avon was a very fine brig sloop, and had a large complement of men. The Wasp is rated in the *American Navy List*, of the same force, though undoubtedly greatly superior in tonnage, and weight of metal, and number of hands. Nothing could exceed the bravery of Captain Arbuthnot and his bold shipmates.

The depredations committed on our commerce by American ships of war, and privateers, has attained an extent beyond all former precedent.

It will be seen in our correspondence, that A. D. affirms] they have literally swept our seas, blockaded our ports, and cut up our Irish and coasting trade. Another of our able epistolary friends, resident at Greenock, expresses his fears lest some enterprising American should enter the Clyde and destroy the shipping in that estuary. We refer| our readers to the respective letters. The insurance between Bristol and Waterford or Cork, is now *three times higher* than it was when we were at war with all Europe! The Admiralty lords have been overwhelmed with letters of complaint or remonstrance; public meetings have been held at Liverpool and Bristol, by the merchants and ship-owners, and many severe strictures passed upon the public conduct of those at the head of the naval department. The answers returned by the lords of the Admiralty to the *remonstrances* of the merchants of Liverpool and Bristol, state that three or four frigates, and fourteen sloops, were cruising at the time of the captures of which they complained, off the Irish station.

But the truth is, that our navy contains scarcely a single sloop that is fairly a match for the weakest *American built* vessel of that class of ships of war. And most of them are so obviously deficient, that their commanders, whatever be their character for valour and skill, run the risk of compromising their reputation in the event of a battle with an American, almost without a chance of victory.

The system of maritime warfare adopted by the United States consists in burning, scuttling, and destroying every thing they capture. The eagerness with which they seize on the papers of the ships they take, points out the proofs they must exhibit in America to attain their remuneration. By this system America loses the amount of the premium, and also the duties she would otherwise derive from the sale of the prizes, and the service of such warlike stores as they may chance to capture; but, on the other hand, *they make destruction sure*; cut off the chance of recaptures by our cruisers, whilst their own remain longer at sea, and by retaining all their force, commit more extended devastation.

The *Saucy Jack*, that recently sailed from Charlestown upon her *sixth cruise*, is stated to have destroyed property on the sea to the amount of *a million of dollars!* It is conjectured that a hundred stout privateers well armed and manned are forwarding this ruinous occupation in different parts of the globe.

Whilst the fears of our merchants have been thus excited, and their property destroyed,—according to the American papers, their own shores were in a state of unparalleled dismay, their bays and rivers occupied by our triumphal fleets, their capital in imminent danger. Our accounts state that Sir Alexander Cochrane had penetrated far into the Chesapeake and had landed four thousand troops menacing either Washington or Baltimore. The Plymouth paper of Tuesday announced that Baltimore has been taken with "*lots of ships.*" The news from Canada is chequered. Commodore Chauncey is said to be blockading Sir James Yeo in Kingston Harbour. A catalogue of the present naval force upon the Lakes, may be seen in the following

COMPARATIVE STATEMENT

OF THE BRITISH AND AMERICAN FORCE ON LAKE CHAMPLAIN, AUGUST, 1814.

BRITISH.

Confiance	28 guns, ship, to be launched August 31.
Linnet	brig, 16 guns, 80 men.
Chub (late Shannon)	sloop, 13 guns, 50 men.
Finch (late Broke)	sloop, 11 guns, 40 men.
Icicle	sloop, 4 guns, 7 men.

The last four are ready for service.

Gun-Boats ready for service:

		swivels.		
Sir James Yeo	lugger	40	1 long 24	1 2-pounder car.
Sir George Provost	do.	46	do.	do.
Lord Wellington	do.	38	1 do. 18	1 18-do.
General Simcoe	do.	36	do.	1 32 do.
Marshal Beresford	do.	26	—	do.
Sir Home Popham	do.	22	—	do.
General Brock	do.	22	—	do.
Tecumsch	do.	26	1 long 6	—
Lord Cochrane	latine	14	—	1 12 do.
Canada	sloop	10	3 do. 6	—
Blucher	lugger	34	1 do. 18	1 18 do.
Sir Sydney Beckwith	do.	32	do.	—

AMERICANS.

Saratoga	ship	28 guns	240 men.
Ticonderoga	brig	22 guns	160 men.
Commodore Preble	sloop	11 guns	80 men.
Six new gun-boats		36 guns	800 men.
Four old ditto		16 guns	
Brig (building)		26 guns, to be launched Aug. 11th, 1814.	

BRITISH FORCE ON LAKE ONTARIO, JULY 20, 1814.

Regent.... 56 guns, Commodore Sir James Yeo, Captain Hicky—main-deck 28 long 24-pounders, upper-deck 28 carronades, 68 and 32-pound.

Princess Charlotte....Captain Dounil—main-deck 24 long 24-pounders, upper deck 2 68 and 16 32 pounder carronades.

Montreal corvette	22	32-pounder carronades.		
Niagara ditto	22	32	do.	do.
Star brig, Captain Dotts	16	32	do.	do.
Charwell brig	14	24	do.	do.
Schooner	12	12	do.	do.
Schooner	5	12	do.	do.

With twelve gun-boats, some of 2 and some of 1 gun each.

The English three-deck ship, which it is expected was launched about the latter end of August last, will mount 108 guns, is much longer and broader than the Caledonia, her main-deck flush, and no poop.

AMERICAN FORCE IN SACKETT'S HARBOUR, LAKE ONTARIO, JULY 20, 1814.

Superior	64	long	32 and 24-pounders.		
New frigate	52	ditto	24 and 32 ditto carronades.		
General Pike frigate	28		32	do.	do.
Madison corvette	22		32	do.	do.
Oneida brig	16		32	do.	do.
Sylph brig	12		24	do.	do.
New brig	22		32	do.	do.
New brig	22		32	do.	do.
Governor Tompkins schooner	4		12	do.	do.
Fair American schooner	2		12	do.	do.
Conquest schooner	2		12	do.	do.
Asp schooner	2		12	do.	do.
Inbi schooner	2		12	do.	do.
Lady of the Lake schooner	2		12	do.	do.

Besides 12 gun-boats, of 2 and 1 gun each, making the American force superior to our's by eighty pieces of cannon.

The fort of Michelimackainac, situated on St. Mary's straits, is said to have been captured by the Americans: it is most essential to the maintenance of our trade in the N.W. districts. The ships of the enemy are also said to have passed through the straits of Lake Huron, and that the entire command of that part of the country is thus acquired by the Americans.

There have been several murderous conflicts in Canada. Our army under General Drummond repulsed a furious attack made by the Americans upon our lines at Chippawa, occasioning the assailants a loss amounting to *fifteen hundred men*, our own being upwards of eight hundred in killed, wounded and missing. The enemy was pursued to Fort Erie, where he fortified himself, and received reinforcements. Anxious to follow up the successes of our brave troops, General Drummond despatched a force that he deemed competent to carry that position; which enterprise, in its turn, failed, owing to a magazine blowing up, that destroyed a great number of our troops. The American accounts carry our total loss as high as from eight hundred to a thousand men.

The negociations at Ghent were reported to have broken off, as we have stated in the strictures on the American question; but they are now *said to be resumed with more activity than ever.* On this head every thing is wrapped in obscurity.

After the preceding part of our Retrospect had been composed, intelligence arrived at the Admiralty that our gallant navy and army, penetrating to the very core of the United States, had made the most brilliant and fortunate dash on record against the CAPITAL of AMERICA, and been completely successful, with a loss so trivial, compared with the magnitude of the enterprise, as to excite equal admiration with the suddenness and temerity of the blow! As the whole of the extraordinary gazette will be given in its proper place, we shall now merely insert the following official bulletin.

Admiralty-office, Sept. 27, 1814.

" Captain Wainright of his Majesty's ship Tonnant, arrived early this morning, at this office, with despatches from Vice-admiral Sir A. Cochrane, commander-in-chief on the American station, with an account of the capture and destruction, by his Majesty's forces, of the city of Washington, on the 24th ult. after a severe, but brilliant action, in which the enemy was defeated with great loss.

On the 19th, the army under Major-general Ross, with the marine battalion, a detachment of seamen, and the rocket corps, were landed at Benedict, on the right bank of the Patuxent.

" On the 21st, the army advanced to Nottingham, higher up the river, on the same bank; the armed boats and tenders of the fleet, under Rear-admiral Cockburn, making a corresponding movement in communication with the troops ashore, and in pursuit of Commodore Barney, who, with his flotilla of 17 gun-vessels, retired before them.

" On the 22d, the army moved to Marlborough, while the boats pursued the flotilla; and, on their near approach, the sloop which bore Commodore Barney's broad pendant was observed to be on fire, and the whole flotilla was blown up in succession, except the last gun-boat, which, with about 17 merchant vessels, and a considerable quantity of property, were captured, and such as were worth transporting have been brought away.

" In consequence of this success, the right flank of the army was secured and Major-general Ross, in concert with Rear-admiral Cockburn, determined to advance upon the city of Washington.

" In the course of the 23d, all necessary preparations were made for the advance, and in the afternoon, the troops (an additional number of seamen and marines being landed from the fleet) proceeded six miles toward Washington, where they bivouacqued for that night.

" On the morning of the 24th, the whole, with the major-general and the Rear admiral, accompanied by Captain Wainright, of the Tonnant, Captain Palmer, of the Hebrus, and Captain Money, of the Trave, advanced to Bladensburgh, a village and strong position about five miles from Washington, where the enemy's army, estimated at 8,000 men, with Commodore Barney, and the remainder of the crew of his flotilla, were posted on very strong ground, defended by two batteries. Notwithstanding the great fatigue which the state of the weather, and their previous march and labours had occasioned, his Majesty's forces evinced the greatest alacrity, and while a part only of the army was come up, the major-general seeing a favourable opportunity of attack, resolved not to defer it; and a column of about 1500 men advanced upon the enemy, stormed his position, and totally routed him, taking all their cannon, killing great numbers, and making many prisoners. Among the latter was Commodore Barney, who was also wounded.

" Mr. Madison, the president, the secretary at war, and the secretaries of state and of the navy, are stated to have been present, at the beginning at least, of the action.

" The British loss in this decisive affair, was about 43 men killed, and 193 wounded. Colonel Thornton, of the 85th: Lieutenant-colonel Wood, and Major Brown, of the same regiment; Lieutenant John Stavely, and Ensign James Buchanan, of the 4th regiment, were wounded; as was Mr. M'Daniel, midshipman of the Tonnant.

" Immediately after the action, the remains of the American army retreated through Washington, and across the Potowmac into Virginia, and the British army advanced; and, after a slight resistance by a few shot from the first houses of the town, took possession of the city of Washington.

" All that evening and night, the time was employed in destroying all the public buildings and property. The enemy in his retreat had set fire to the dock-yard, and arsenal, and a frigate of the largest class, just ready for launching, and a sloop of war already afloat, were burned. The destruction was completed by the seamen next morning, and every public building, and every article of public stores or property, to a great amount, were totally destroyed in the course of the 25th; in the evening of which day the army began to return to its embarkation, in which movement it was totally unmolested by the enemy. On the 26th, the troops again reached Marlborough; on the 27th, they were at Nottingham, where they remained till the 28th; and on the 29th proceeded to Benedict, where the army embarked the following morning; having accomplished all the objects of the expedition with the utmost celerity and success, and with a very disproportionate loss.

" While this main attack was in progress, Vice-admiral Sir Alexander Cochrane had directed two diversions to be made, the one towards Baltimore, by the Menelaus, Captain Sir Peter Parker; the other up the Potowmac, against Fort Washington, under Captain Gordon, of the Sea-horse, both of which had the desired effect, though, in the course of his operations Captain Sir Peter Parker was mortally wounded in a most gallant attack on a camp of the enemy's on shore, for which he had disembarked the seamen and marines of his ship.

" The details of the operations in the Potowmac had not been received, but the country people reported that the squadron had completely succeeded in destroying Fort Washington."

By the preceding document, it will be seen, that the victory, and the work of devastation have been equally complete! not only has the whole naval defence of the Potowmac been annihilated; the arsenal, dock-yard, the States' rope walk, with a frigate of the first class ready to launch, and a sloop of war afloat, been destroyed, together with an immense and costly assemblage of naval stores of all kinds; but the vast and splendid public edifices that so lately adorned that maiden capital; the PALACE *of the* PRESIDENT, the SENATE HOUSE, the HOUSE of REPRESENTATIVES, the TREASURY, the WAR-OFFICE, and the GREAT BRIDGE across the Potowmack, have been devoured by the flames, blown up from their foundations, or otherwise destroyed!

This vast destruction of edifices, not devoted to the purposes of war, would tarnish the glory of our victory, and fix an indelible stain on our national honour, if the American military commanders, during their invasion of Canada, had not set the frightful example, in wantonly burning, plundering, and destroying the defenceless farms and villages that lay in the way; which violations of the laws of war, and the dictates of humanity, have never been disowned by the executive government, nor the commanding officers punished. Admitting our allegations to be well grounded, RETALIATION became a public duty, and most impressively has it been inflicted; not by clapping the torch to the lowly thatch of cottages; not by burning the naked towns and villages which clothe the shores of the majestic Potowmack, but by seizing upon the AMERICAN METROPOLIS, and levelling with the dust the splendid palaces and sumptuous edifices by which the city of WASHINGTON was so liberally embellished. Yet, however justifiable this savage mode of warfare may be made to appear, humanity will for ever deplore the occurrence, and most painful will be the sensations excited in the bosoms of those who have not become callous by upwards of twenty years of warfare, in contemplating such awful visitations inflicted upon a race of freemen, sprung from ourselves—using our language, laws, and religion, and whom the voice of nature owns as kindred and brethren!

Its effects in America cannot be otherwise than powerful and decisive. It will appal the government, and destroy its power—or strengthen its arm, by calling into action every thing fierce and vindictive in their nature, and give birth to irreconcileable hatred and interminable war. It has also supplied a test that will decide the character of the present race of Americans. If the executive government be indeed, held in that deep contempt so vehemently expressed in some of their journals; and which its apparent imbecility seems in some measure to confirm—the union of the

States will speedily be dissolved, and the sun of America has set, never to rise again! She will quickly exhibit the wretched condition so finely described by our Bard—

> *" Her rulers sunk;*
> *Her high-built honour moulder'd to the dust;*
> *Unnerv'd her force; her spirits vanish'd quite;*
> *With rapid wing her riches fled away;*
> *Her unfrequented ports alone the sign*
> *Of what she was; her merchants scatter'd wide;*
> *Her hollow shops shut up; and in her streets*
> *Her fields, woods, markets, villages, and roads,*
> *The cheerful voice of labour heard no more."*

When our officers entered Washington city, they found the table laid at Mr. Madison's palace for a *grand supper*; the champaigne was in coolers—a fine desert on the side-boards—little did they dream who would be their guests! The unexpected visitants took the liberty of ordering the supper to be served up—and the health of his Majesty was drank at the head of the President's table!

The American papers state that the stores destroyed at Washington cost the United States *seven* millions of dollars! *The loss is irreparable*, at least, during the present war; the last, perhaps, that ever will be waged by the *United States*.

In addition to the devastation of public property already enumerated, our troops, it appears, demolished the National Intelligencer-office, and the *cannon foundry* at George Town. 500 pieces of cannon are said to have been spiked.

Alexandria has surrendered to a couple of our frigates! Baltimore was said to be preparing to capitulate! At Boston—New York—Philadelphia—all was dismay and confusion! The President and suite were said to have arrived at Baltimore.

COMMODORE BARNEY took an active part in the Revolutionary war. He was the person whom the beautiful and unfortunate MARIE ANTOINETTE, the Queen of Louis XVI. *honoured with a salute*, at the commencement of the last American war, to shew that our good friends the BOURBONS countenanced them in their struggle for independence! The flotilla he commanded is stated to have been superior in force to ours, but he did not wait an attack, *but as soon as our boats appeared*, set the whole on fire; all of which, except one that we captured, were destroyed.

The island of Nantucket, in the state of Massachusets, in consequence of an application from the Magistrate to Sir Alexander Cochrane, has been declared *neutral*. All the government property had previously been given up to the British. A communication is thus opened with the continent, and vessels, provided with British licences, admitted to trade. A wedge is thus inserted that may lead to a schism in the United States! It remains, however, to be seen whether the government accede or not to the conditions of this singular treaty.

Lumber and Indian corn, in consequence of the war, are extremely scarce in the West Indies.

It is reported—we sincerely hope it may prove unfounded—that in a recent and destructive storm in the Baltic, a number of transports, having on board the Russian Imperial Guards returning from France, have been wrecked, and that all on board perished.

We are no longer at war with Norway: the sacrifice has been made!—The lowering tempest, which we noticed in April last, has exploded. The hardy Norwegians fought bravely; and if the foulest treachery had not undermined them, the fate of war might not have been adverse to justice. It was chiefly by the means we have depicted that the invader triumphed, and a gallant nation been delivered over to an abhorred foreign yoke—the patriot and philanthropist avert their eyes from laurels that drip with the blood of freemen! Surely better means might have been found of gratifying Sweden. In 1808 the shores of the Baltic resounded with the shrieks of the Swedes massacred at Wasa! How loud were her complaints of violence and treachery! In 1814 she perpetrates upon the peaceful Norwegians all the evils by which she had so recently been oppressed and mutilated: and heaven knows how soon a stronger arm may interpose and gather up the victor and his prey!

We are much concerned to find that according to the latest accounts from Gibraltar, dated the 1st instant, that the contagious disease which was supposed to have been eradicated, had re-appeared. On the 28th of August five or six new cases were discovered: and on the 29th and 30th there occurred four deaths and six or seven new cases. The accounts state that this calamity will interrupt commerce for a couple of months, at least; probably the safer mode of proceeding would be to consider the rest of the present year as lost to commercial adventure.

The accounts from the important colony of St. Domingo state, that the existing authorities, aware of the impending storm, have made preparations—on the landing taking place of a French army—to devote the cities and towns to the flames, and retire to the mountains! From France the intelligence seems to indicate that an army is to be sent to reduce the blacks to obedience. If so, the result will probably be, the destruction of the invaders. This is not the only instance in which it appears how difficult it is for kings to learn wisdom from experience.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

COLONIAL DEPARTMENT, DOWNING-STREET, AUGUST 16.

A DESPATCH, of which the following is a copy, was this day received by Earl Bathurst from Lieutenant-General Sir John Cope Sherbrooke, K.B. commanding his Majesty's troops in the province of Nova-Scotia.

MY LORD, *Halifax, Nova-Scotia, July* 19.

Since the letter which I had the honour of addressing to your Lordship on the 9th instant, I have now the satisfaction of reporting that Moose Island was surrendered on the 11th to the forces under Captain Sir Thomas Hardy, and Lieutenant-Colonel Pilkington, and that the whole of the islands in Passamaquoddy Bay are consequently in the British possession.

I have the honour herewith to transmit to your Lordship a copy of Lieutenant-Colonel Pilkington's report to me hereupon, which incloses a copy of the summons, the terms of capitulation granted, &c. And I beg leave to represent to your Lordship, the praise-worthy zeal manifested by Lieutenant-Colonel Pilkington, in volunteering his services to conduct this expedition, as well as the judicious arrangements which he made, contributing to its successful termination.

The Lieutenant-Colonel expresses himself under the greatest obligations to Sir Thomas Hardy, for the co-operation he met with from that able and meritorious officer, to whose conciliating conduct he attributes the cordial good understanding and unanimity that prevailed between both branches of the service.

And he also speaks very highly of Captain Senhouse, of his Majesty's ship Martin, who superintended the disembarkation of the troops, and of all the naval officers and the seamen who assisted therein.

Lieutenant-Colonel Pilkington gives much credit to Lieutenant-Colonel Herries, commanding the 102d regiment; to Captain Dunn, commanding the detachment of royal artillery, and to all the officers and troops under his command, for the zeal and steadiness which they displayed, while in the prospect of attacking the enemy's works on Moose Island.

Lieutenant-Colonel Nicolls of the royal engineers, whose local knowledge was considered likely to be essentially useful, as I have already informed your Lordship, accompanied the expedition; and to that officer Lieutenant-Colonel Pilkington acknowledges himself to be greatly indebted for the assistance which he afforded to the service.

Lieutenant Oats, of the 64th regiment, one of my aides-de-camp, was also attached to this service, to be employed on the personal staff of Lieutenant-Colonel Pilkington, who speaks in very favourable terms of the assistance he received from him, and particularly mentions the zeal and alacrity which he displayed

As I considered it would be agreeable to your Lordship to be made acquainted as early as possible, that the islands in the Bay of Passamaquoddy were in our possession, I have deemed it expedient to send Lieutenant Oates, who will have the honour of delivering these despatches, and at the same time of presenting to your Lordship the standard and colours of the enemy found in Fort Sullivan.

Lieutenant Oates having been nearly three years my aide-de-camp, and having during the whole of that time, as well as on the present occasion, conducted himself very much to my satisfaction, I feel it but an act of justice to recommend him very strongly to your Lordship's protection, as a deserving officer.

I have the honour to be, &c. &c.

J. C. Sherbrooke.

SIR, *Moose Island, Passamaquoddy Bay, July* 12, 1814.

Having sailed from Halifax on the 5th instant, accompanied by Lieutenant-Colonel Nicolls, of the royal engineers, and a detachment of the royal artillery, under the command of Captain Dunn, I have the honour to acquaint your Excellency that we arrived at Shelburne, the place of rendezvous, on the evening of the 7th instant, where I found Captain Sir Thomas Hardy, in his Majesty's ship Ramillies, with two transports having on board the 102d regiment, under the command of Lieutenant-Colonel Herries, which had arrived the day before. I did not fail to lay before Sir Thomas Hardy my instructions, and to consult with him the best means of carrying them into execution.

As we concurred in opinion that the success of the enterprise with which we were entrusted would very materially depend upon our reaching the point of attack previous to the enemy being apprized of our intentions, that officer, with his accustomed alacrity and decision, directed the ships of war and transports to get under weigh early on the following morning; and we yesterday, about three o'clock P.M. anchored near to the town of East-port.

On our approach to this island, Lieutenant Oates (your Excellency's aide-de camp, whom you had permitted to accompany me on this service), was detached in a boat bearing a flag of truce, with a summons (copy of which is transmitted) addressed to the officer commanding, requiring that Moose Island should be surrendered to his Britannic Majesty. This proposal was not accepted; in consequence of which, the troops which were already in the boats, pulled off under the superintendence of Captain Senhouse of the royal navy, whose arrangements were so judicious as to insure a successful issue. But previous to reaching the shore, the colours of the enemy on Fort Sullivan were hauled down: and on our landing, the capitulation was agreed to, of which the copy is inclosed.

We found in the fort a detachment of the 40th regiment of American infantry, consisting of six officers and about eighty men under the command of Major Putnam, who surrendered themselves prisoners of war.

This fort is situated on an eminence commanding the entrance to the anchorage, and within it is a block-house, and also four long eighteen pounders, one eighteen-pound carronade, and four field-pieces. The extent of the island is about four miles in length and two in breadth, and in a great state of cultivation. The militia amount to about two hundred and fifty, and the population is calculated at fifteen hundred.

We have also occupied Allens and Frederick Islands, so that the whole of the islands in this bay are now subject to the British flag.

It is very satisfactory to me to add, that this service has been effected without any loss or casualty among the troops employed in it.

To Captain Sir T. Hardy I consider myself under the greatest obligations; having experienced every possible co-operation, with an offer to disembark from his squadron any proportion of seamen or marines which I considered necessary.

I beg to acknowledge my thanks to you in allowing your aide-de-camp, Lieutenant Oates, to accompany me upon this service. He has been of great assistance to me, and will have the honour of delivering this despatch. He has also in his possession the colours and standard found in Fort Sullivan.—I have the honour to be, &c.

A. Pilkington,

Lieut.-Col. Deputy Adjt.-General.

Lieut.-General Sir J. C. Sherbrooke, K.B.

On board H.M.S. Ramillies, off Moose Island, July, 11.

SIR,

As we are perfectly apprized of the weakness of the fort and garrison under your command, and your inability to defend Moose Island against the ships and troops of his Britannic Majesty placed under our directions, we are induced from the humane consideration of avoiding the effusion of blood, and from a regard to you and the inhabitants of the island, to prevent, if in our power, the distresses and calamities which will befall them, in case of resistance. We, therefore, allow you five minutes, from the time this summons is delivered, to decide upon an answer.

In the event of your not agreeing to capitulate, on liberal terms, we shall deeply lament being compelled to resort to those coercive measures which may cause destruction to the town of Eastport, but which will ultimately insure us possession of the island.

T. M Hardy,

Captain of H. M. S. Ramillies.

A. Pilkington,

Lieut.-Colonel, commanding.

To the Officer commanding the United States troops on Moose Island.

GENTLEMEN, *Fort Sullivan, July* 11, 1814.

Conformably to your demand, I have surrendered Fort Sullivan, with all the public property.

This I have done to stop the effusion of blood, and in consideration of your superior force.

I am, Gentlemen, &c.

P. Putnam,

Major, commanding.

P. S. I hope, gentlemen, every respect will be paid to the defenceless inhabitants of this island, and the private property of the officers. P. P.

To Captain Sir Thomas Hardy, commanding H.M.S. Ramillies, and Lieutenant-Colonel Pilkington, &c. &c. &c.

Articles of Capitulation for the surrender of Moose Island, agreed to between Captain Sir Thomas Hardy, commanding the naval forces, and Lieutenant-Colonel Pilkington, commanding the land forces, on the part of his Britannic Majesty, and Major Putnam, commanding on Moose Island, on the part of the United States, July 12, 1814.

Art. I. The officers and troops of the United States, at present on Moose Island, are to surrender themselves prisoners of war, and are to deliver up the forts, buildings, arms, ammunition, stores, and effects, with exact inventories thereof, belonging to the American Government; and they are thereby transferred to his Britannic Majesty in the same manner and possession as has been held heretofore by the American Government.

Art. II. The garrison of the island shall be prisoners of war, until regularly exchanged: they will march out of the fort with the honours of war, and pile their arms at such place as will be appointed for that purpose: the officers will be permitted to proceed to the United States on their parole.

Art. III. Every respect will be paid to private property found on Moose Island, belonging to the Inhabitants thereof.

G. Nicolls,
Lieutenant Colonel Royal Engineers.

H. Fleming Stenhouse.
Commander of His Majesty's ship Martin.

Jacob B. Varnum,
Captain 40th Reg. United States Infantry.

John Fillebrown,
Captain 40th Reg. United States Infantry.

Approved by us,

T. M. Hardy,
Captain of His Majesty's ship Ramillies.

A. Pilkington,
Lieutenant-Colonel, commanding.

P. Putnam,
Major, 40th Reg. United States Infantry.

Return of Ordnance and Stores found in Fort Sullivan, surrendered to His Majesty's Forces under the Command of Lieutenant-Colonel Pilkington, dated Eastport, July 11, 1814.

Iron Guns.—Four 18-pounders, with standing carriages, side-arms, two unserviceable 9-pounders, two 12-pounder carronades, without carriages.

Brass Guns.—Two serviceable and two unserviceable light 6-pounders, with travelling-carriages, side arms, &c.

Forty-two paper cartridges, filled with six pounds of powder, five flannel ditto, ditto, 3,376 unserviceable musket-ball cartridges.

Four hundred and fifty-two loose round 18-pounder shot, 55 18-pounder grape shot, 389 loose round 6-pounder, 95 6-pounder case shot.

Six barrels of corned powder, containing 100lbs. each, *180 muskets, with bayonets, belts, slings, and complete swords, with belts, scabbards, &c.

Seventy-two incomplete tents, one United States ensign.

W. Dunn,

Captain Royal Artillery Company.

Lieut.-Col. Pilkington, &c. &c. &c.

A List of Vessels captured, recaptured, detained, or destroyed by the Squadron under the Command of the Honourable Sir Alexander Cochrane, K.B. Vice-Admiral of the Red, and Commander in Chief, &c. of which Returns have been received; Bermuda, June 17, 1814.

American schooner William and Susan, of 45 tons, laden with lumber and shingles. American sloop Delight, of 60 tons, laden with tobacco. American schooner Bull, of 60 tons, laden with flour. American schooner Traveller, of 55 tons, laden with flour. American sloop Mary, of 25 tons. Sixteen American bay craft, from 30 to 50 tons, of little value. American schooner Perseverance, of 80 tons, laden with flour and lime.

(The above vessels captured by the Chesapeake squadron, between the 1st April and 9th May, 1814.)

Swedish ship Providentia, of 4 guns, 400 tons, and 17 men, from Amelia Island, bound to Lisbon, laden with pine, cedar, &c. recaptured by the Peacock, May 15, 1814. Russian ship Hendrick, of 8 guns, 280 tons, and 13 men, from Amelia Island, bound to Amsterdam, laden with pine and cotton, recaptured by the Peacock, same date. American sloop Revenue, of 30 tons and 3 men, from Plymouth, America, bound to New York, laden with tar, captured by the Lacedemonian, same date. Spanish ship Cleopatra, of 2 guns, 158 tons, and 28 men, from New Port, bound to Havanna, laden with provisions, recaptured by the Lacedemonian, May 19, 1814. American schooner Dominica, of 4 guns and 36 men, laden with rice, tobacco, wine, and naval stores, captured by the Doterel, Majestic, and Morgiana, May 22, 1814.

Alexander Cochrane,

Vice-Admiral and Commander-in-Chief.

ADMIRALTY-OFFICE, AUGUST 27.

Copy of a Letter from Vice-Admiral the Honourable Sir Alexander Cochrane, K.B. to John Wilson Croker, Esq. dated at Bermuda, the 18th July 1814.

SIR,

I am happy in again having an opportunity of calling their Lordships' attention to the zeal and activity of the officers of his Majesty's squadron, stationed off New London, under the orders of the Honourable Captain Paget.

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* The above small arms are exclusive of those in the possession of the militia.

The enclosed copy of a letter from him, will acquaint my Lords Commissioners of the Admiralty, of a very gallant and judicious service, performed by a division of boats of the Superb and Nimrod, under the command of Lieutenant Garland of the Superb, whose ability is most conspicuously displayed in the masterly stratagem he resorted to, for bringing off the whole of his force unhurt, in the face of a numerous militia, after having destroyed upwards of twenty-five hundred tons of shipping, and a valuable cotton mill belonging to the enemy, situated at some distance up the country.

I have the honour to be, &c.

Alexander Cochrane,

Vice-Admiral and Commander-in-Chief.

P.S. I enclose also a list of the shipping destroyed, and the names of the officers employed upon the occasion.

SIR, *Superb, Martha's Vineyard Sound, June* 14, 1814.

Having received intelligence that a fine ship and brig, just built, the former for a letter of marque, the other for a privateer, were, with several other vessels, lying at a place called Wareham, at the head of Buzzard's Bay, I proceeded hence, and detached the Nimrod through Quick's-Hole, with the boats of this ship and two from the sloop to destroy them, under the direction of Lieutenant James Garland, first of the Superb; and I am happy to add, that the service was perfectly performed without any loss on our part, though it was achieved under critical circumstances. The extreme intricacy of the navigation, rendered it too hazardous to attempt the enterprise without the assistance of day-light, which, however, necessarily exposed the boats upon their return down the narrow stream, to a fire of musquetry from a numerous militia, which had collected from the vicinity on the first alarm being given. But the foresight and prompt resolution of Lieutenant Garland, completely succeeded in obviating the danger that was thus to be apprehended, for having first destroyed all the vessels and the valuable cotton manufactory, he then ascertained the principal people of the place, and secured them as hostages for a truce till the boats were conducted back out of the reach of difficulty: the influence that these persons had over the militia that collected and threatened a cross fire upon the boats from both banks of the river, has been fully proved by their abstaining to molest them, and of course the hostages were afterwards relanded at the first convenient spot.

The cotton manufactory had been lately built at great expense, was full of stores, and belonged to a company of sixty merchants of Boston.

I herewith send a list of the vessels, &c. destroyed; and I cannot in justice omit to report to you the steady and exemplary conduct of the seamen and marines, who, though exposed to incessant temptation of liquor, &c. did not in any single instance fail to spurn the offers made to them, and strictly to hold sacred private property.

I have the honour to be, &c.

Charles Paget.

The Honourable Sir Alexander Cochrane,
K.B. Vice-Admiral, &c. &c. &c.

List of Vessels, &c. destroyed at Wareham, Head of Buzzard's Bay, by the Boats of his Majesty's ship Superb, and Nimrod brig, the 13th of June, 1814.

Ship Fair Trader, of 444 tons, quite new, built for a letter of marque, and pierced for 18 twelve-pounders. Brig Independent, of 300 tons, on the stocks, built for a privateer, and pierced for 14 guns, ready for launching. Schooner Fancy, of 250 tons, belonging to Falmouth, new vessel. Schooner Elizabeth, of 230 tons, belonging to Falmouth, new vessel. Schooner Nancy, of 230 tons, belonging to Falmouth, new vessel. Sloop Wilmington, of 150 tons, built in 1809. Schooner Industry, of 136 tons, built in 1809. Schooner Argus, of 136 tons, built in 1812. Brig William Richmond, of 135 tons, built in 1808. Schooner New States, of 96 tons, built in 1800. Sloop Paragon, of 70 tons, 1811. Sloop, name unknown, of 70 tons, ready for launching. Sloop William, of 60 tons, built in 1801. Sloop Thomas, of 60 tons, not known when built. Sloop William Lucy, of 50 tons, new, never at sea. Sloop Experiment, of 60 tons, not known when built. Sloop Friendship, of 45 tons, built in 1805.——Total 2522 tons.

A cotton-manufactory entirely destroyed, the value of which, with the cotton it contained at the time, estimated by the principal inhabitants a half at million of dollars.

A List of Vessels captured, recaptured, detained, or destroyed by the Squadron under the Command of the Honourable Sir Alexander Cochrane, K.B. Vice-Admiral of the Red, and Commander in Chief, &c. &c. of which Returns have been received. Bermuda, July 22,

American ship New Zealander, of 6 guns, 256 tons, and 17 men, from Marquesas, bound to Philadelphia, laden with spermaceti oil, captured by the Belvidera, April 2, 1814. American sloop Union, of 16 tons and 2 men, from Barnstable, bound to Boston, laden with potatoes and eggs, captured by the Ramilies, May 24, 1814. American sloop Camel, of 14 tons and 2 men, from Orleans, bound to Boston, laden with corn and vegetables, captured by the Ramilies, May 24, 1814. Swedish brig, name unknown, destroyed by the boats of the Nimrod, in Eastern River, Rhode Island, May 31, 1814. American schooner Nancy and Polly, with shingles, captured by the Belvidera, June 19, 1814. American sloop Alonzo, captured by the Belvidera, June 22, 1814. American schooner Achilles, of 90 tons, from New York, bound to St. Bartholomew's, laden with beef, pork, and flour, captured by the Saturn, June 24, 1814. American sloop Hunter, of 60 tons and 9 men, from New Burn, bound to New York, laden with tar and turpentine, captured by the Belvidera, June 24, 1814. American brig Little Catherine Packet, of 4 guns, 140 tons, and 9 men, from Falmouth, captured by the Lacedemonian, June 25, 1814. American torpedo vessel, destroyed on Long Island, by the Maidstone and Sylph, June 26, 1814. American schooner Hazard, of 35 tons and 4 men, from Philadelphia, bound to Boston, laden with flour, captured by the Belvidera, June 27, 1814. American schooner Sea Polly, of 81 tons and 6 men, bound to East Port, laden with tar and flour, captured by the Lacedemonian, July 8, 1814. American sloop Sally, of 21 tons and 5 men, bound to New York, laden with tar, captured by the Lacedemonian, July 8, 1814. American brig Anna, of 100 tons and 4 men, bound to Beaufort, laden with wine, captured by the Lacedemonian, July 11, 1844.

Alexander Cochrane,

Vice-Admiral and Commander-in-Chief.

AUGUST 30.

Extract of a Letter from Captain Butcher, of his Majesty's ship Antelope, to John Wilson Croker, Esq. dated at Sea, the 14th instant.

I have the satisfaction of further acquainting their Lordships, that his Majesty's ship Newcastle captured, on the 9th instant, the Ida American privateer, of and from Boston, of 20 guns, (all of which, except four, she had thrown overboard during the chase) and 70 men. She had been out forty days, having made three captures, two of which she had destroyed; this brig had been chased twenty-seven times.

SEPTEMBER 24.

Extracts of two Letters from Captain Sir Thomas Troubridge, of his Majesty's ship Armide, addressed to Vice-Admiral Sir Alexander Cochrane, and transmitted by Rear-Admiral Griffith to John Wilson Croker, Esq.

H.M.S. Armide, at Sea, August 15, 1814.

I have the honour to inform you, that H.M.S. under my command (the Endymion in company), captured this morning, after a short chase of four hours, the American privateer schooner Herald, Captain Miller, of 230 tons, 17 guns (two of which were thrown overboard during the chase), and a complement of 100 men.

H.M.S. Armide, at Sea, August 16, 1814.

I yesterday had the pleasure to inform you of the capture of the American schooner privateer Herald; and to day, I am happy to have it in my power to report the capture of another of the enemy's armed vessels by H.M.S. under my command, after a chase of six hours, the ship letter of marque Invincible (formerly the Invincible Napoleon), Captain Destesbecho, of 331 tons, 16 guns (10 of which were thrown overboard during the chase), and a complement of 60 men.

Extract of a Letter from Captain Luke, of H.M. sloop Heron, addressed to Rear-Admiral Durham, and transmitted by the latter to John Wilson Croker, Esq.

H.M. sloop Heron, at the Saintes, July 26, 1814.

I beg leave to inform you, that H.M. sloop under my command, captured, on the 7th instant, the American brigantine letter of marque Mary, belonging to New York, carrying 5 guns, and having a complement of 32 men.

Promotions and Appointments.

WHITEHALL, *Aug.* 26.—His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to give and grant unto Thomas Western, Esq. Rear-admiral of the Blue Squadron of his Majesty's Fleet, his Majesty's royal licence and authority, that he may accept and wear the insignia of a Commander of the Royal Portuguese Military Order of the Tower and Sword, with which his Royal Highness the Prince Regent of Portugal has been pleased to honour him, in testimony of the high sense which that Prince entertains of his great merit and services: provided nevertheless, that his Majesty's said licence doth not authorise, and shall not be deemed or construed to authorise, the assumption of any style, appellation, rank, precedence, or privilege, appertaining unto a Knight Bachelor of these realms.

Rear-admiral Penrose to supersede Admiral Hallowell in the Mediterranean.

Rear-admiral Martin has re-hoisted his flag in the Prince Frederick.

Sir John P. Beresford hoists his flag in the Duncan, to proceed to the Brazils.

Captains, &c. appointed.

The Hon. Robert Rodney, to the Cossack; George Rennie, to the Lightning; Samuel Chambers, to the Duncan; A. M. J. Clifford, to the Bonne Citoyenne; B. C. Doyle, to the Madagascar; John W. Andrews, to the Larne; C. Coode, to the Queen, the flag ship of Rear-admiral Penrose; Charles Sotheby, to the Slaney; Henry Stewart, to the Spey; J. Tailour, to the Leven; William Robilliard, to the Tay; James Black, to the Tyne; John Maxwell, to the Barossa; George Burdett, to the Chesapeake; Hon. Val. Gardner, to the Eurydice; J. A. Gordon, to the Superb, the flag ship of the Hon. Admiral Hotham; John Tancock, to the Baun; J. T. Briggs, to the Leviathan; T. Burton, to the Aquilon; Hugh Pigot, to the Diomede; Joseph James, to the Tanais; James Leach, to the Martial; John F. Maples, to the Favourite; William King, to the Leonidas; James Wallis, to the Podargus.

Lieutenants, &c. appointed.

Charles Giddy, to the rank of commander; Benjamin Alpin, to the Redwing; Charles Andros, to the Rhin; George Butler (2), to the Hydra; Arthur Brooking, to the Redwing; J. Bendyshe, to the Belle Poule; Peter Blake, to the Hydra; Nicholas D. Barnes, to the Portia; G. Beckwith, to the Belvidera; Charles Cole, to the Araxes; Charles Chapman, to the Merope; Richard Crossman, to the Pigmy cutter; F. R. Coghlan, to the Pylades; James Clayton, to the Archer; Nathaniel G. Corbet, to the Prospero; James Cairns, to the Meander; A. Cuppage, to the Zealous; L. Corry, to the Tay; John S. Dixon, to the Unité; John Davy, to be a lieutenant, T. W. Ellis, to the Beaver; H. W. Etough, to the Bedford; G. P. Eyre, to the Aquilon; John Fletcher, to the Norge; Benjamin M. Festing, to the Tyne; R. Fair, to the Tay; H. F. Greville, to the Araxes; James Gordon (1), to the Nymphen; W. Hillyar, to be a commander; J. Heseledon, to the Chatham; James Harris, to be flag lieutenant to Sir John P. Beresford, Bart.; Richard Harness and Wade Blake, to be commanders; W. Hewitt, to be a lieutenant, and to the Inconstant; W. W. P. Johnstone, to the Pompée; John F. Johnstone, to the Zealous; George King (2), to be a commander; Richard Keane, to be a lieutenant; J. H. Mott, to the Chubb cutter; John Monday, to the Queen; James H. Murray, to the Pompée; G. B. Hutchings, to the Elizabeth; M. Crofton, to the Duncan; Herbert Mackworth, to the Eurydice; Edward Morres, to the signal station at Beechy Head; J. Monk, to the Berwick; Richard Lloyd, to the Norge; Jodderell Leigh, to the Bonne Citoyenne; H. Le Vesconte, to the Queen; James Niven, to the Gorgon; Richard Pearce, to the Raven; Abraham Pike, to the Basilisk; Joseph Pattee, to the Myrtle; J. Peyton, to the Sybille; James Scott, to the Hydra; Peter Stark, to the Spitfire; H. J. Shannon, to the Elizabeth; William Smith (4), to the Beaver; John T. Shortland, to the Lea; W. Snowey, to the Bonne Citoyenne; J. Simmonds, to be a commander; George Frederick Ryves, to the Clorinde; W. Tullope, to the Banterer; Joseph C. Woolnough, to the Hearty; Frederick B. Wintle, to the Fervent; Alexander Young, to the Beaver; G. Selby, to the Urgent.

Le Young, to be agent for packets at Check Point, Waterford.

J. M. Mudge and T. Birdwood, to be agents for transports on the American coast.

Masters appointed.

J. M'Dougall, to the Forester; A. Karley, to the Tiber; W. Pennington, to the Crescent; P. W. Gawthorp, to the Zealous; E. R. Pascoe, to the Queen; J. Turton, to the Zephyr; J. B. Grey, to the Niobe; T. Hales, to the Leveret; R. Pullman, to the Impregnable; J. Sandford, to the Montague; W. Lloyd, to the Serapis store-ship; T. Stokes, to the Prevoyante store-ship; Thomas Gibbs, to the Spey; G. T. Morice, to the Merope; D. Robinson, to the Leonidas; T. Pearse, to the Tay; J. Burness, to the Bucephalus; J. Ramsden, to the Drake; J. Macallum, to the Leven; W. Fothergill, to be supernumerary master at Sheerness; C. A. Harris, to the Clorinde; G. Millard, to the Slaney; J. W. B. Pitt, to the Bann; T. Toddridge, to the Tyne; J. Bourn, to the Leviathan; H. Lawrence, to the Pompée; John Martyn, to the Eurydice; G. L. Bishop, to the Meander; R. Dodd, to the Leviathan.

List of Midshipmen passed for Lieutenants.

Portsmouth.—James Barber, James M'Dowal, Edward Walker, George Evans, F. R. Morgell, John Wildey, J. W. Crispo, J. Thompson, T. Aynsworth, A. M'Leod, J. Poore, L. Cramar, N. Waller, J. H. Turner, W. Kelly, J. Harris.

Plymouth.—J. P. Parkin, J. Tucker, G. Baker, J. Frederick.

J. W. Molloy, to be registrar of the Vice-admiralty Court at the Leeward Islands, *vice* his father, A. P. Molloy, Esq. deceased.

Pursers appointed.

Hugh Hannah, to the Hydra troop ship; John Brown (1), to the Zealous; J. Parry, to the Tay; W. Paul, to the Tyne.

Mr. W. Christy, late purser of the Poictiers, to be secretary to Rear-admiral Sir J. P. Beresford, Bart.

Surgeons appointed.

G. C. Tegetmier, to the Cyane; J. T. Todd, to the Cyrus; G. P. M. Young, to the Ulysses; William Gregor, to the Prospero; James Brown, to the Larne; William Crichton, to the Avon; James Grant (2), to the Royalist; James Stewart (2), to the Redwing; Alexander M'Glachan, to the Pheasant; J. R. Gaunt, to the Pompée; John Scott, to the Tanais; E. H. Brien, to the Bedford; John Hately, to l'Aigle; David Lewis (2), to the Indefatigable; John Anderson, to the Spey; Thomas Jackson, to the Bann; William Porteous, to the Leo; E. H. St. Quintin, to the Slaney; Thomas Gray, to the Leven; Charles Carter, to the Tay; Thomas Stewart, to the Tyne; William Carey, to the Cyane; Morgan Williams, to the Niobe; J. G. Williams, to the Duncan; Mark Cockburn, to the Belvidera; William Illingworth, to the Favourite; William Henderson, to the Eurydice; John Stewart, to the Bucephalus.

The Lords Commissioners of the Admiralty have been pleased to reinstate Thomas Williams, of the Isle of Wight, Esq. late surgeon of his Majesty's frigate Magicienne, to his former rank on the list of Surgeons in the Royal Navy.

Assistant Surgeons appointed.

Samuel Wallis, to the Leonidas; John Caithness, to the Trent; John Embling, to the Dexterous; Michael Quinn, to the Prospero; John Crocket, to the Abundance; Andrew Creighton, to be supernumerary to North America; William Simpkins, to the Ulysses; Samuel Steele, to be supernumerary to North America; George Sibbald, to the Sultan; John Campbell, to the Forrester; James Shuter, to the Spitfire; M. Capponi, to the Queen; William Dennison and James Smyth, to the Impregnable; Alexander Buchanan, to the Bombay; John Bremner, to the Gorgon H.S.; W. Dickson, W. Black (2), Charles Inches, John Wilson, James Lawrence, G. Craigie, Robert Sommerville, and Timothy Kelty, to North America, as supernumeraries; T. M. Buchan, to the Spey; Robert Cummin, to the Tay; Andrew M'Alpine, to the Tyne; Michael Quinn, to the Bombay; Thomas Woodward, to the Slaney; Hugh Kennedy, to the Larne; William Billerwell, to the Montagu; Archibald Campbell, to the Cyane; Joseph Kerr, to be hospital mate at Haslar; William Connor, to the Urgent; Campbell France, to the Leviathan; John Naughton, to the Belvidera.

BIRTHS.

Lately, Mrs. Niblett, wife of Mr. Harry Niblett, purser R.N. of a son.

Lately, the lady of Dr. Bell, of Plymouth Dock-yard, of a son.

Lately, at Spartan Cottage, Sion Hill, Bath, the lady of Captain Marten, R.N. of a son.

On the 12th of July, at Stonehouse, the lady of Captain A. Schomberg, of H.M S. York, of a son.

On the 14th of August, at Ryde, Isle of Wight, the lady of Captain Francis Mason, R.N. of a daughter.

On the 15th, at the same place, the lady of R. Fegen, Esq. R.N. of a son.

At Osborne House, Isle of Wight, the seat of B. P. Blatchford, Esq. one of the Lords of the Admiralty, Lady Isabella Blatchford, of a son and heir.

On the 12th of September, the wife of W. Payne, Esq. master attendant of Portsmouth Dock-yard, of a son.

MARRIAGES.

At Charlotte-town, in Prince Edward's (or Saint John's) island, North-America, Lieutenant Carmichel, 104th regiment, Fort-major of that garrison, to Frederica-Charlotte-Ulrica-Catherine, daughter of Charles Douglas Smythe, Esq. Governor of the said island, and niece to Vice-admiral Sir William Sidney Smythe, Knight, aged 24 years.

At Halifax, the Hon. Commissioner Wodehouse, to Miss Cameron, daughter of the Governor of New Providence.

On the 21st of June, in the New Forest, Boldre, the Rev. H. Comyn, to Miss Heylon, of Lymington.

On the 25th of June, Lieutenant Roberts, R.N. to Miss Davies, daughter of the late Lieutenant Davies, R.N.

On the 2d of July, by the Rev. J. G. Bussell, at St. Thomas's Church, Portsmouth, Mr. Thomas Stedman, nephew of Captain Stedman, to Miss Charrett, first cousin of her Grace the Duchess of Roxburgh.

On the 18th of July, at Southwick, by the Rev. John Coles, Captain Edmund Lyons, R.N. to Augusta-Louisa, youngest daughter of the late Captain Josias Rogers, R.N.

On the 20th of July, at Plymouth, J. Halliday, Esq. of Old Cleeve, Somerset, to Anne-Innes, eldest daughter of Major-general Dyer, of the royal marines.

On the 28th of July, Captain Gwern, of the royal hussars, to Mrs. Henry Lambert, widow of the late Captain H. Lambert, who was killed in the Java.

On the 6th of August, Captain Fairfax Moresby, R.N. to Elizabeth, youngest daughter of John Williams, Esq. of the Island of Malta.

On the 8th of August, Captain Cuthbert Hichins, R.N. to Miss R. E. Pearce, of Manchester-square.

On the 9th of August, at Alverstoke, Hants, Lieutenant Henry William Ellis, of the royal marines, to Jemima, youngest daughter of the late J. E. Dean, Esq. of Gosport.

On the 10th of August, Captain Peter Crawford, R.N. to Miss Lucretia Eastham.

On the 11th of August, Captain R. H. Barclay, R.N. to Miss Agnes Cosser, of Millbank-street, Westminster.

On the 13th of August, Captain Charles Haultain, R.N. to Eliza, daughter of M. Saward, Esq. of Thorp Hall, Essex.

On the 10th of September, at Plymouth, Mr. Anderson, surgeon R.N. to Miss Bignell.

On the 12th of September, at Bath, Richard R. Reed, Esq. R.N. to Mary-Ann, eldest daughter of R. W. Bridgman, Esq. of that place.

On the 15th of September, Captain Greenlaw, R.N. to Miss E. Palmer, of Hammersmith.

On the same day, at Lucknow Castle, Scotland, William Beamish, of Beaumont, Ireland, to the Hon. Mary De Courcy, youngest daughter of Lord Kinsale.

On the same day, at St. Andrew's church, Holborn, by the Rev. T. G. Ackland, Thomas Burton, Esq. captain of H.M.S. Aquilon, to Miss Catherine, eldest daughter of William Crutchley, Esq. of John-street, Bedford-square.

DEATHS.

Lately, suddenly, on the Coast of America, Captain John Bedford, of H.M.S. Childers.——A very distressing event took place (says a letter from an officer, dated Halifax, June 23) here on Sunday morning, the 19th instant, at seven o'clock:—Captain John Bedford, who had been promoted from the Childers sloop, by the Admiralty, took his passage in the packet for England—had paid for it, and was to have gone on board at between nine and ten o'clock; but, alas! his servant was alarmed by the report of a discharge from a pistol: he went into his room, and found the captain had shot himself through the head;—the ball having passed through the left eye, life had instantly flown. What is most singular, no person whatever here can account for it: he had written in pencil, on the blank page of an Admiralty List,—"I recommend my soul to Almighty God, and my wife and children to the care and protection of my King and Country.—*J. Bedford.*" This paper was found torn, on the floor, and was afterwards put together by the coroner, whose jury, after much consultation and anxiety, brought in their verdict—*Lunacy.* It appears he loaded his pistol on Saturday morning, and told his servant it was probable that they should fall in with privateers—alluding to the packet: he had put two or three balls in each. As far as was ever heard, he was an officer of an unblemished character: he had lost a leg in the service of his country.

On the 24th of June last, at sea, on board H.M.S. Menelaus, in his 17th year, Frederic, sixth son of John Pitts, Esq. of Newcastle-upon-Tyne, and midshipman of that ship.

On the 1st of July, at Portsea, after a few days illness, aged seven years, Ather, the youngest son of Captain Stow, of H.M S. Brilliant (late Genoa), of 74 guns.

On the 21st of July, at Haslar Hospital, Mr. Carrow, master of H.M.S. Statira.

On the 24th of July, on board H.M.S. San Josef, William Stewart, Esq. captain of that ship, sincerely lamented by all who knew him. He was an indefatigable officer, and by his gallant conduct on all occasions, while commanding H.M.S. Blossom, in the Mediterranean, he procured the esteem, and obtained the public thanks of the officers under whom he served. By his amiable private, and zealous public character, he was truly an ornament and an honour to his profession. Few men will be so deeply or so universally regretted. His death was occasioned by an inflammation in the bowels. He was formerly several years flag lieutenant to Admirals Montagu and Sir Roger Curtis, at this port. His remains have been interred at Plymouth.

On the 25th of July, at Cheltenham, Antony James Pye Molloy, Esq. a superannuated captain of the R.N. He commanded the Cæsar, on the 1st of June, 1794, and was father-in-law to Rear-Admiral Sir John Beresford, Bart.

On the 28th of July, universally regretted, William Granville Lobb, Esq. commissioner of H.M. dock-yard, at Sheerness.

On the 28th of July, fell victims to the yellow fever, on board H.M.S. Conquestadore, on his passage from the Havannah to England, in the 36th year of his age, Captain Lord William Stewart, commander of that ship, son of the Marquis of Bute, and M.P for Cardiff. And about the same period, Messrs. J. H. Davis, H. F. Okenden, and John Law Mc Clellan, midshipmen, and James Duff, as captain of marines.

On the 3d of August, suddenly, Captain Hardyman, father of Captain Lucius Hardyman, R.N.

On the 4th of August, at the royal hospital at Haslar, Mr. J. Millman, midshipman of H.M.S. St. Domingo.

On the 21st of August, at Holm Rook, near Ravenglass, in his 78th year, Skeffington Lutwidge, Esq. admiral of the red. Whilst commodore, he was the first naval preceptor to Lord Nelson.

On the 25th of August, on his passage up Channel to Plymouth, Lieutenant C. Anstruther, R.N. commander of H.M. gun brig Basilisk.

On the 28th of August, at St. John's, Newfoundland, Captain Edward Wrottesley, of H.M.S. Sabine, son of Sir J. Wrottesley, Bart.

ERRATUM.

P. 142, line 11, instead of "bound to Lisbon," read, "bound *to some neutral port.*"

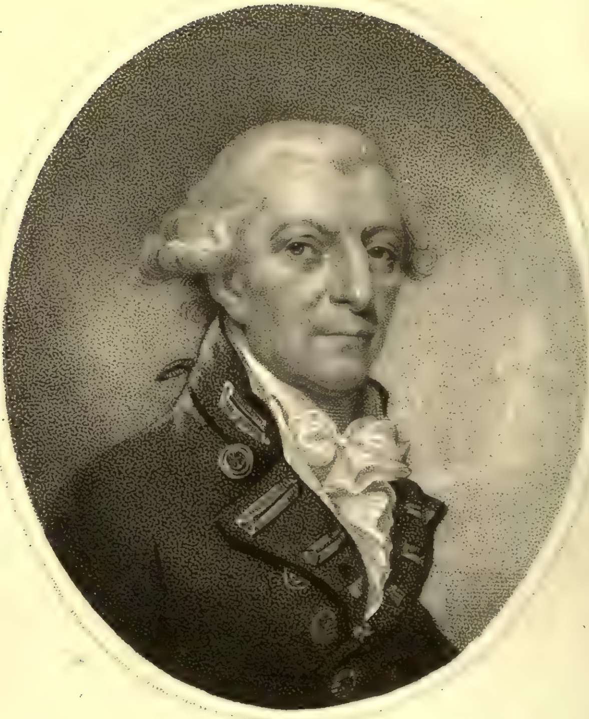
ERRATA, arising from *illegible* Copy.

In the "Morn of Trafalgar," Vol. XXXI. p. 343, line 10, for "robe," read "*cloud.*"

P. 345, line 15, for "pale," read "*halo.*"

In our last Number:

P. 110, line 5, instead of "Dutch," read "*British.*"
23, for "narrated," read "*minuted.*"
24, for "probable," read "*improbable.*"



Blood sc.

Sir George Collier Kn.t

Vice Admiral of the Blue.

PERSEVERE

Publish'd Oct.r 31st 1814 by Joyce Gold Naval Chronicle Office 103 Shoe Lane London.

BIOGRAPHICAL MEMOIR

OF

SIR GEORGE COLLIER, KNT.

VICE-ADMIRAL OF THE BLUE.

Full many were the triumphs he attain'd
Upon Columbia's wide-extended coasts :
But chief Penobscot* spread his well-earn'd fame.
Far stronger was the foe : his vaunted fleet
Contain'd an host ! our hero's name alone
Struck terror : coward-like, with trembling hands
Their untouch'd fleet they fir'd : the desert shore
They sought ; where want and strife the wretched phalanx thinn'd.
Then wrapt in flame sunk sixteen ships of war.
And to this hour Columbia mourns the blow.——EDITOR.

THE Editor feels highly gratified that his recent invitation † to the heirs, relatives, or friends of deceased naval officers, who may have in their possession any private documents explanatory of their professional services—to send them for insertion in this work—has obtained the important, and highly interesting MS. journal given in the ensuing pages, descriptive of the brilliant and extensive services performed during the first American war by the late Vice-admiral Sir George Collier, Knt. The Editor flatters himself that this example will be succeeded by numerous contributions of the same nature, and thus rescue from oblivion many a brilliant trait of naval heroism, which might otherwise be known only to a few, and ultimately become totally lost.

Exploits like those achieved by this active and indefatigable officer, could not remain in obscurity ; on the contrary, his professional character stands high in the annals of this nation, and his services have been a favourite theme with our historians and naval biographers : ‡ but these accounts embrace only the great features of his exploits; the minor links are wanting, which, even more than the former, elucidate the feelings and disposition of the man; and these are supplied by the narrative we are now enabled to present.

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* See the Plate representing the destruction of the American fleet.

† See Preface to Vol. XXXI.

‡ See the different histories of Great Britain, written after the American war ; Stedman's history of the American war, Vol. II. p. 134, &c. Redhead Yorke's continuation of Campbell's Lives of the Admirals, Vol. V. p. 498, &c. Biographia Navalis, Vol. VI. p. 490, &c.

It was rather a singular coincidence of circumstances which led Captain HENRY BROWNE COLLIER to place in the Editor's hands the documents alluded to, only a *few hours* previous to the arrival of intelligence of the success of our military operations in the bay and river *Penobscot*, the celebrated site of a far greater triumph attained by his gallant sire, who, with a very inferior naval force, destroyed the strongest fleet of ships of war ever fitted out by the United States, consisting of nineteen sail, carrying three hundred and fifty pieces of cannon, manned by *three thousand seamen*, exclusive of a large fleet of transports, containing an army of four thousand troops, all of which were rapidly involved in total and terrible destruction!

From the moment when Sir George Collier struck this dreadful blow against the power and resources of the United States, no period has occurred in which the publication of Sir George's American memoir would have excited so strong an interest, as at the present eventful crisis. This animated, yet modest recital of his professional exploits, was drawn up on the spot by Sir George Collier's Secretary, and corrected and revised by his own hand. It abounds with reflections that do honour to his memory as a loyal and zealous officer, intent on extinguishing what he conceived to be an unprovoked and unjustifiable rebellion; and is replete with situations of extreme peril, hair-breadth escapes, and astonishing physical exertions. It affords a vivid picture of the effects of the predatory warfare carried on by our naval force, and likewise a correct idea of the local scenery, and a faithful copy of men and manners, as they appeared during the heat of the revolutionary war.

The father of Sir George Collier was a private gentleman: he was born in London in 1738. He entered as a midshipman in the royal navy 1751, being then thirteen years of age. His family are not able to ascertain the name of the commander, or of the ship in which he first sailed, though it might be ascertained by research, for the vessel in which he made his first cruise was wrecked in Quiberon Bay. Nor is it known in what ships he served his time either as midshipman or lieutenant. It is certain that he remained only a very short time in the latter rank; for, on the 6th August, 1761, he was made commander; and was further promoted to the rank of post captain, by commission dated 12th of July, 1762, appointing him to the Boulogne frigate, of thirty-two guns. What services he might have performed in that vessel are not recorded in the accounts published of his active life, nor do his family possess the means of supplying the hiatus; and this proves the value to future naval historians, of collecting the incidental services of enterprising officers in their young days; as no doubt, from the lively and daring character of Sir George Collier, many an interesting exploit, or danger escaped, has been lost to the readers of this memoir. Captain Collier continued in the Boulogne frigate till after peace was concluded. About the close of the year 1763, he was appointed to the Edgar, of 60 guns, one of the guard-ships stationed at Plymouth. This command he held during the three years usually allotted to that service. He was commissioned to the Tweed frigate, of six-and-thirty guns, in 1770: thence, after a short continuance, he was appointed to the Levant, of twenty-eight; whence, towards the close of the year 1771, he was removed to the Flora, of thirty-two. In this ship he continued till 1773, and it is not known to his family that he held any subsequent command till he was appointed to the Rainbow, destined for American service. We shall therefore proceed to his own narrative of his most essential services on that station.

A Detail of some particular Services performed in America during the Years 1776, 1777, 1778, *and* 1779, *by Commodore Sir* GEORGE COLLIER, *Commander-in-chief on the American Station; compiled from Journals, and Original Papers, by* G. S. RAINIER.

THE Rebellion in America was come to so alarming a height, as threatened the entire loss of that Continent to Great Britain, unless the most vigorous and effectual means were used to suppress it; government therefore determined upon sending out a force so considerable, as should at once put an end to the machinations and evil designs of the King's enemies, and restore peace to that distracted country.

To carry this measure into execution, and to avoid sending away so great a number of the national troops as would be necessary to effect it, a treaty with the Landgrave of Hesse was entered into, for his supplying Great Britain with a stipulated number of men, at a certain rate; the deficiency of which, by deaths, desertions, or any other cause, was to be supplied occasionally from Hesse, paying the Prince a stipulated price for every soldier who should be killed in battle, or die by sickness, from the time of their leaving Germany, till their return to it.

In consequence of this agreement, a number of transports, necessary to receive the first division of the Hessian troops, was sent to Stadt, where they accordingly embarked, and arrived at Spithead the beginning of May, 1776.

This first division consisted of 7,800 Hessians, and were commanded by Lieutenant-general De Heister, with some other general officers under him; together with a numerous and well-appointed train of artillery, waggons, field equipage, and every other necessary preparation for taking the field; to these were added 1000 of the English Guards, under Colonel Matthew, who, on the arrival of the Hessian troops at Spithead, immediately embarked in transports prepared for them.

Sir George Collier, in the Rainbow, of 44 guns; Commodore Hotham,* in the Preston, of 50 guns; and four other men of war, were appointed to escort this formidable force to America; the fleet having completed their water and provisions, and the wind admitting of their sailing, they left Spithead about the 20th May; amounting in all to 92 sail; 86 of which were transports, and the rest men of war.

It was to be lamented that these troops were not ready to sail for America by the beginning of March, as it was the difference to Great Britain of almost a campaign; the easterly winds which prevail from February to the middle of May, would probably have made the passage out a very short one, and besides arriving in health from that cause, they would have been ready to take the field almost as soon as they sailed from Spithead; but by the injudicious protraction of their departure so late, they were subjected to contrary winds and calms, which made the voyage more than double what in the other case it would probably have been, and occasioned so powerful a reinforcement to be of very little use that year, by arriving so late in the campaign.

The incidents of the voyage are little worth mentioning, except that some of the transports, by thick weather and other causes, separated from their convoy; the fogs on the banks of Newfoundland making it very difficult for the fleet to keep together; this disagreeable impediment continued till they arrived off the coast of Nova Scotia, and it was then found upon coming into clear daylight, that about 17 sail of the convoy were missing!

After the evacuation of Boston, our troops retired to Halifax, and it was expected they would remain at that settlement till joined by the reinforcements from England; accordingly this fleet pursued their voyage for Halifax, but were informed, in coming off the harbour, that General Howe and his army had embarked from thence, and were gone to New York.

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* See the memoir of Admiral Hotham, N. C. Vol. IX. p. 342.

This was disagreeable news for the sick men, of whom there were already great numbers, and who, after a tedious and uncomfortable voyage of nine weeks, were in hopes of meeting with a little quiet, and refreshment: the expectation, however, was illusive; for as the service would not admit of any delay, the fleet without anchoring turned their prows to the southward, and shaped a course for New York.

This passage was again very tedious; for calms, contrary winds, and currents, drove the fleet in such adverse directions, as baffled every reckoning, though kept by the ablest artists: the old general, De Heister, who was embarked on board a merchant ship, exhausted his whole stock of tobacco and patience together: he wrote a letter, couched in terms of grief and impatience, "I have been imposed on, and deceived," said this old veteran, for I was assured the voyage would not exceed 6 or 7 weeks; it is now more than 14 since I embarked, and full three months since I left England! yet I see no more prospect of landing, than I did a week after our sailing; I am an old man, covered with wounds, and imbecilitated by age and fatigues, and it is impossible I should survive, if the voyage continues much longer." —Sir George Collier went on board the transport, to visit and comfort the old general; and to do it more effectually than by words, he carried with him refreshments, fresh provisions, &c. but above all, plenty of tobacco, which he learned was one principal cause of the veteran's dejection: this, and an assurance that the voyage would now soon terminate, raised the old German's spirits very effectually; he ordered his band of music to play; he called for old hock, and swallowed large potations to the healths of the King of England, the Landgrave, and many other friends; and Sir George left him perfectly exhilarated and happy.

After a passage of about thirteen weeks from England, the convoy arrived at Sandy Hook, where they found Lord Howe,* who had taken upon him the command of the fleet: the army under his brother was encamped on Staten Island, within sight of the city of New York.

The Hessian troops were immediately disembarked, and formed a separate camp; the great plenty of refreshments they received, soon recovered them from the fatigues of their long voyage, and rendered them perfectly fit for service. General Howe had now the satisfaction of finding himself at the head of full 24,000 fine troops, most completely furnished and appointed, commanded by the ablest and best officers in the world, and having a more numerous artillery than ever before was sent from England; 400 transports were anchored abreast of Staten Island, to carry them to any place the general might choose to attempt; and 37 sail of men of war attended as a protection and escort, if it should be wanted: a force so tremendous by sea and land, struck terror into the breast of every rebel, and they gave up as hopeless that independance, which they had the presumption to proclaim but a little before.

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* See the memoir of Admiral Earl Howe, Vol. I. p. 1; portrait, Vol. IX. No. 54, p. 396.

From the nearest part of Staten Island, the city of New York was distant about 6 miles; the rebels had thrown up some trifling works on the different points of land leading up to it, but the channel was not intricate, and no one conceived that the dislodging them from the posts they had taken, and becoming masters of New York would be attended with any great hazard or difficulty. Mr. Washington (a gentleman of property in Virginia, who had formerly served in the American troops last war against the French) had the chief command of the rebel army, and took upon himself the title of general; the utmost of his collected force did not amount to 16,000 men, all of whom were undisciplined, unused to war, deficient in clothing, and even necessaries, and very ill provided with artillery and ammunition: his officers were tradesmen of different professions, totally unacquainted with discipline, and consequently utterly unskilled in the art of war.

Such was the exact state of both armies, before any operation was undertaken; justice on the royal side, and treason on the other, made the balance still more unequal.

The season was already too far advanced to lose a moment from enterprise; the troops panted with the most gallant ardour to be led on to action; the men of war were impatiently anxious to attack the rebel batteries (believing the traitors who were to defend them would soon give up the point), and longing to tear down and trample upon the 13 stripes which were seen insolently waving on bastions, in many different places.

Six fire-ships appeared at this time under the walls of New York, menacing the fleet at Staten Island; if they had attempted burning the transports in some dark night, when the wind and tide were favourable, much damage and confusion might have ensued; but they had not courage to hazard it.

About this period, Commodore Sir Peter Parker,* in the Bristol, of 50 guns, joined Lord Howe, together with some frigates and transports, in the latter of which came General Clinton, and a strong reinforcement of troops; this small fleet arrived from South Carolina, where an ill-judged attack had been made, and from which the King's ships were disgracefully forced to retreat, with the loss of 3 frigates, and the main-mast of the Bristol.

The arrival of a crippled ship and a defeated officer, at this time, was very unwelcome; for it infused fresh spirits into the rebels, and shewed them, that ships were sometimes obliged to retreat from batteries.

Though every thing was apparently ready for going on service by the 15th August, yet it was the 26th before any enterprise was undertaken.

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* See the memoir and portrait of Admiral Sir Peter Parker, N. C. Vol. XII. No. 70. p. 169. And the account of this disaster, p. 173 to 177 inclusively.

On the morning of the preceding day, Lord Howe (the commander-in-chief) sent for Sir George Collier, and acquainted him, that early next morning the troops were to make a descent in Gravesend Bay upon Long Island, under cover of the fire of the men of war; the admiral therefore directed Sir George to place the Rainbow in the Narrows, abreast of a large stone building called Denyzes (where he understood the rebels had cannon, and a strong post), in which situation the Rainbow would also be able to enfilade the road leading from New York, and thereby prevent reinforcements being sent to the rebel out-posts, as well as to their troops who were stationed to oppose the landing.

By the dawn of day the Rainbow was placed as the admiral had directed;* the principal engineer of the army had come on board in the night to assist in directing the fire, and to point out any bands of loyal subjects, who might possibly approach with an intention of joining and assisting the royal army.

The rebels, intimidated at the tremendous force which appeared in the flat boats, withdrew their out-posts, and suffered the King's troops to land without the least opposition; Sir H. Clinton, with the grenadier and light infantry of the army, got first on shore; they were soon after followed by other bodies of men, making in all about 16,000; with these last came General Howe, the commander-in-chief of the army, who marched to the small village of Utrecht, where he established his head-quarters. Earl Cornwallis occupied the advanced post at Flat Bush, a hamlet six miles from Utrecht.

The army remained in this situation without advancing for some days; in which time the train of artillery, ammunition, baggage, and provisions, were landed; six regiments of Hessians also joined the army, which amounted now to upwards of 20,000 men, besides those who remained on Staten Island.

At last—General Howe began his march towards New York, the army moving in three columns, by as many different roads: some of the rebel out-posts were surprised, and the men all put to death with the bayonet; wherever the royal troops appeared, they fled in a panic. A stand was made by about 3,000, who found themselves hemmed in: of these, 2,500 were presently killed and made prisoners; the rest, defeated and dismayed, were pursued to the edge of a ditch, of a temporary work they had thrown up, into which the victorious troops would have entered with them, had they not been restrained by the most positive orders of the general. The retreat was sounded, and the conquering army halted! Their ardour was by this means cruelly checked, and one of the most glorious opportunities of ending the rebellion, lost. It was said the considerate general, careful of the lives of his men, intended to attack these paltry retrenchments by way of sap! Be that as it might, the rebels did not give him the trouble of breaking ground before it, but in silence and terror abandoned their works as soon as it was dark, and crossing the east river in boats, got safely over, without obstruction, to New York, with their artillery, baggage, and provisions, where they joined General Washington and the remainder of the rebel army.

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* See the Plate representing the disembarkation of the troops at Gravesend Bay.

The enemy's loss in killed and wounded in the different skirmishes on Long Island, was about 4,000 men. Amongst the prisoners were two of their generals, one named Sullivan, who had been bred a lawyer; the other calling himself Lord Sterling. About 6,000 rebels, commanded by General Gates, fled across the water; who might all have been taken prisoners, had our troops been suffered to push on, or even if the men of war had proceeded to attack the batteries; as by getting into the East River, they would have prevented boats from passing: Washington's army, with this reinforcement, amounted to 11,000 men; ours was at least double that number, as fresh reinforcements from Staten Island had joined the general: the men of war were moved gradually on as the troops advanced, and when the latter got to the margin of the East River (which was about half a mile across), the ships anchored just out of gun-shot of the batteries of New York.

It must surely have been highly satisfactory to General Washington, having to deal with a generous, merciful, forbearing enemy, who would take no unfair advantages; and he was certainly very deficient in not expressing his gratitude to General Howe, for his kind behaviour towards him: far from taking the rash resolution of hastily passing over the East River after Gates, and crushing at once a frightened, trembling enemy, he generously gave them time to overcome their panic; to throw up fresh works; to make new arrangements; and to recover from the torpid state the rebellion appeared in from its late shock.

For many succeeding days did our brave veterans, consisting of 22,000 men, stand on the banks of the East River, like Moses on Mount Pisgah, looking at their promised land, little more than half a mile distant! The rebel standards waved insolently in the air, from many different quarters of New York. The British troops could scarcely contain their indignation at the sight, and at their own inactivity. The officers were displeased and amazed, not being able to account for the strange delay; Gates fled across the river on the 29th August; and the Rainbow (with Sir George Collier) went to sea from thence on another service, on the 8th September, at which time the royal army still remained on the same spot, inactive, and without making any motions whatever! How long they continued this state of torpidity, or what followed their reanimation, cannot have a place here; these pages being only intended to give an account of the services in which Sir George Collier was himself particularly engaged.

Sir George Collier was sent by the Viscount Howe to Halifax to supersede Commodore Arbuthnot in the command of the squadron stationed in Nova Scotia; his Lordship having had intelligence that the rebels meditated an attack of that important colony, urged the utmost expedition should be used by Sir George in getting there as soon as possible. The Rainbow had so fortunate a passage, that she arrived at Halifax in ten days after leaving Sandy Hook. Sir George found things tolerably quiet in Nova Scotia; and after taking the men of war there under his command, he sent them upon such services as appeared best calculated for the security of the colony, and its trade, the annoyance of the enemy, and the advantage of Great Britain.

Three months had hardly elapsed after Sir George's arrival, before news was brought that the rebels had invested Fort Cumberland, which from the weakness of its garrison, and want of cannon, ammunition, and provision, was judged in some danger: this fort is situated at the head of the Bay of Fundy, upon an isthmus between that and the gulf of St. Lawrence; the tides in this bay are the most rapid in the world, rising to the astonishing height of 67 feet above low water mark; this of itself made the approach with ships very dangerous, but joined to the time of year, being the depth of the winter season, in which the most intense cold, storms, and heavy snow prevail, together with strong currents, thick weather, and sunken rocks, the sending any man of war to its relief became extremely hazardous: the danger however being pressing, and the loyal subjects in that neighbourhood fearing they should have their lands and habitations ravaged, made Sir George determine to risque a couple of men of war for the fort's relief; the Lizard frigate and Hope sloop therefore were ordered for that critical service, and on board them 150 marines were sent belonging to the squadron, to assist the garrison in raising the blockade; these ships happily arrived without damage, and before the marines could disembark, the rebels withdrew, and fled to the woods with precipitation.

The winter passed over without any more alarms, and the cruisers which Sir George had stationed principally upon the coasts of New England, were particularly successful in captures, and in retaking a vast number of British ships, many of which had been captured by the rebels on the coasts of Great Britain; our valuable fishery at Canso was at the same time effectually protected from the enemy's depredations, who attempted (as they did the preceding year with success) again to destroy the fishery and stages; the force sent there by Sir George Collier prevented their intended ravages, and the winter passed without the least loss to the merchants.

The House of Assembly (consisting of the representatives of the people of the province) are generally convened every year, and their term of sitting lasts from six weeks to two months, according to the business before them: this respectable body shewed their grateful sense of Sir George Collier's services, by the following honourable testimony, which passed unanimously in a very full house, the first day of the session.

In the House of Assembly, for the Province of Nova Scotia, June 17th, 1777.

The House having taken into its consideration the essential services rendered the Province by the spirited exertions of the officers and seamen of his Majesty's ships—

"RESOLVED,

"That the Thanks of this House be presented to Sir George Collier, Commander of his Majesty's ships in this Province, for his constant and generous attention to its safety and protection.

"By Order of the House,

Wm. Nesbitt,

Speaker."

A copy of this resolution was, by order of the House, presented to Sir George Collier, by a committee of their body appointed to wait upon him for that purpose.

A like acknowledgment was made from the Governor and Council, in a letter from the Secretary of the Province, dated 13th June, and addressed to Sir George, expressing "their grateful sense of the aid the Province had received by the judicious arrangement of the naval force under his command, and of the readiness and alacrity with which he had always attended to the safety and protection of the Province."

Enraged by the disappointment of their schemes, and the ruin of their trade, the council of state of Boston were determined to fit out such a force as should sweep their coasts of our cruisers, and destroy our fisheries, both in Newfoundland * and Nova Scotia. This resolution met with the hearty concurrence of the whole people of the Massachusets, and every town situated on the sea coasts cheerfully joined in affording every assistance to the squadron intended to be fitted out: they used such diligence after they had determined on this measure, that early in June their fleet was equipped, and ready to proceed on service. They appointed an Englishman, whose name was Manley, to the command; this man was born in Torbay, and had been master of a merchantman before he took arms against his Sovereign; a savage courage and a brutal ferocity of manners, had given him favour with the rebel government, and made them think him the most proper person they could employ in their intended destructive scheme; neither could it give disgust to any, as they had before raised this man to be the second in command in their navy; at the head of which was Hopkins, who was too old and inactive to be employed on this occasion.

Commodore Manley sailed from Boston the 21st of May, having his broad pendant hoisted on board the Hancock, a fine new frigate, of 34 guns, and 290 men; he had with him the Boston, of 30 guns; the

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* Chart of Newfoundland, Vol. VII. p. 324.

Miflin and Tartar, of 22 guns; brig Hawk, of 18 guns; and four schooners, each of 14 guns.

This squadron cruised for a short time together, upon St. George's Bank, in expectation of meeting some of the King's ships, who were often stationed there singly; a hard gale of wind, however, dispersed the rebel fleet, and Manley having omitted one part of a commanding officer's duty, *i. e.* giving out a rendezvous! the scattered ships knew not where to rejoin him, but each proceeded wherever the caprice of the commander led him: the Boston was the only one that remained with the Hancock, and finding they were not likely to meet the rest of their squadron, proceeded together towards Newfoundland, with the intention of putting their destructive schemes of destroying the fishery into execution.

These two commanders accordingly got upon the Banks of Newfoundland without any accident, and soon after met with many of the small fishing vessels industriously at work procuring a cargo; Manley without remorse took the crews out, and burnt them all without mercy: when their numbers grew too alarming, he generally gave them some old rotten vessel, in which they might attempt getting ashore; this practice he pursued, to the infinite distress of the poor people, and great prejudice to the fishery.

Not satisfied, however, with these savage acts of cruelty and revenge, he determined to pursue it still further, by going into the small harbours, and destroying the fishing stages: he was on his way to put this intention in practice, when early in the morning of the 8th June, a large ship was discovered to leeward with a tier of guns, which Manley believed to be a frigate belonging to the King; he immediately harangued his people, to encourage them, at the same time bearing down upon the stranger: this ship proved to be the Fox man of war, of 28 guns, who seeing the Hancock approaching, took her for one of the King's frigates, as there had been no account of any ships so large being fitted out by Congress, nor of their cruising on that station. The Fox, however, was soon convinced what she was, by Manley hoisting rebel colours, and ordering her to "strike instantly;" the refusal was accompanied with a broadside, which was soon returned by the Fox, though her decks were not sufficiently clear for action.

A running fight now commenced. The Fox endeavoured to get off, in order to be better prepared for battle. She set her sails at nine o'clock, and it was near one in the afternoon before Manley could bring the Hancock again alongside of her, after which a warm action commenced. During the contest, several of the rebel crew shewed strong signs of fear and dismay, Manley, sensible of this, ran continually from one end of the ship to the other, in his waistcoat, his shirt tucked up to his shoulders, flourishing and swinging a great cutlass round his head, and with the most horrid imprecations, swearing he would "cut down the first man who should attempt to leave his quarters."

These threats had the intended effect, and the action continued with spirit, till the Fox, a good deal disabled, thought proper to strike her colours; which she had scarcely done, before the Boston, who had hitherto kept at a distance, came under her stern, and gave her a broadside, to the great displeasure* of Manley, who inveighed loudly against a proceeding so unfair and unnecessary.

Both the Hancock and her prize were so much damaged in their rigging, that it required some days to put them in condition to proceed for Boston, which Manley (highly elated with his conquest) determined forthwith to do, postponing his schemes of totally destroying the fishery to another opportunity: accordingly, so soon as they were refitted, they put a part of the Fox's crew into a small fishing vessel, which came near them, and divided the remainder between the Hancock and Boston, steering a course for the coast of Nova Scotia.

Calms and a variety of incidents delayed their passage till the 3d July, when they found themselves a little to the eastward of Halifax, and near a sloop which seemed bound there; Manley sent his boat and took her; she came from Louisbourg, and was laden with coals: the three ships, with their little prize in company, passed the harbour of Halifax next morning, and continued their voyage along the coast of Nova Scotia towards Boston.

Sir George Collier having careened and completely refitted the Rainbow, was at this time ready for sailing on a cruise; he accordingly proceeded down the harbour on the same day the rebel ships had passed it, and by singularly good fortune, carried a press of sail in the very tract they had pursued, though without knowing it: about four in the afternoon, they were discovered from the Rainbow's mast-head, at an immense distance: she immediately gave chase with every sail that could be set, and before night ascertained they were ships of force, and from the course they steered, Sir George had every reason to believe they were a part of Manley's squadron, whose equipment had made much noise, and occasioned great anxiety to the merchants.

Thinking it highly probable that they would attack the Rainbow in the night, Sir George directed the ship to be cleared for action, and kept every body at their quarters, ready to oppose any attempt the enemy might make.

The chase was continued all night; and at dawn of day the rebel ships were discovered, at not more than six or seven miles distance; boats seemed to be passing and repassing between the sloop and the ships, and soon afterwards the former was discovered to be on fire, and blazing fiercely, the ships going off in a line of battle a-head.

The Rainbow continued the chase, and gained on the enemy; when about nine o'clock another ship was discovered a-head, standing towards the Rainbow; she crossed her at about four miles distance, and so soon as she could fetch into the wake of the rebel ships, tacked, and seemed to make a fourth in the line of battle.

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* This conduct of Commodore Manley is inconsistent with the preceding character given of this officer by Sir George Collier.—Editor.

Sir George Collier, knowing Manley's squadron consisted of many ships, had no doubt but this was another of them; his only surprise was, that they suffered him to pursue them, instead of being the assailants, which from their very superior force (the Rainbow being only a 40-gun ship) they were certainly enabled to be.

About ten o'clock, the enemy's ships altered their course, and bore away; and shortly after, several shots were exchanged between the stranger (who, till now, had been supposed one of their fleet), and the sternmost of the Americans; the strange ship had an old red English ensign hoisted, and Sir George then directed the colours of the Rainbow to be shewn, and fired a gun to leeward, as signal to that ship of his being a friend; the rebel ships seemed irresolute, and undecided, both as to their course, and conduct; the headmost of them kept more away, and was chased by the stranger, which Sir George now saw was the Flora frigate: the Rainbow followed the two others, and shortly after, the headmost, which was pursued by the Flora, again altered her course to join her comrades; and coming within the reach of the Rainbow's fire, she poured two or three broadsides into her in passing, though without being able to bring down either mast or sail.

Sir George Collier left the Flora in pursuit of this ship; and the other two having altered their course, and steered different ways, he thought it best to follow the largest, which appeared a fine ship, of 34 guns, and was averred to be the Hancock, Commodore Manley, by a midshipman of the Rainbow, who a little before had been prisoner at Boston, and had seen that ship at anchor there.

The particular chase of the Hancock began about one in the afternoon of the 7th July, 1777, and was continued for some hours, without any great prospect of coming up with her, as she seemed to outsail the Rainbow; but Manley, to endeavour making his ship sail faster, started the water in his fore hold, and by that means put her out of trim; through this circumstance the King's ship gained fast upon the Hancock, and by close of day had got so near, as enabled Sir George (by the help of a night glass) to keep sight of her all night. Manley, whilst the darkness continued, altered his course several times, and practised all the doublings and finesse usual on such occasions: at dawn of day a small brig was discovered, not far from the chase, who in passing fired several shot at the Hancock, one of which went in at a port hole, and killed the man at her helm: Sir George Collier, as he came nearer the brig, knew her to be the Victor, a small vessel of ten guns, commanded by one of the lieutenants of the Rainbow: her rate of sailing, however, was so indifferent, that she was soon left at a considerable distance astern. About five in the morning, the Rainbow, being within gunshot of the Hancock, began firing upon her, as she could bring her guns to bear, loaden with round and grape shot: at nine, Sir George ordered Manley to be hailed, and acquainted, that "if he expected any quarter, he must surrender immediately;" no reply was made to this; but a small breeze springing up, the rebels attempted to set their steering sails on the other side; the Rainbow upon this began a heavy fire, and in half an hour afterwards they struck the rebel colours, and surrendered to his Majesty's arms.

By the return of the boat with prisoners, Sir George first learned the loss of the Fox man of war, which was the ship the Rainbow had fired at in passing, and of which she left the Flora in chase; Captain Fotheringham (her late commander), and fifty of his crew, were found on board the Hancock in captivity; the third ship of this little squadron, which escaped, was the Boston, of 30 guns, commanded by a Macneal, whom Manley execrated with many oaths, for his cowardice in not assisting him: the fact was, that they all three deserved the name of errant poltroons,* for not attacking the Rainbow the night they first

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* There is scarcely an instance on record during the whole continuance of the first American hostilities, of any British vessel of war having been captured by a ship of the same class belonging to the United States. On the other hand, many of our cruisers captured American vessels of far superior tonnage, strength of numbers, and weight of metal.

The Editor embraces this opportunity of displaying the valour, energy, and perseverance which, during our first unhappy contest with the American States, distinguished the professional conduct of Mr. RICHARD GRAVES, an officer whose name, much against his will, is seen in the list of *superannuated* rear-admirals; whilst every faculty is yet verdant, and his indignant heart still panting for employ on that ocean where his early exploits promised so rich an harvest of glory. No reason has yet been assigned for the treatment of which he has so bitterly complained; and surely the driving an officer of his transcendant talents into premature retirement, is as inconsistent with the welfare of the royal navy, as it is afflicting to the feelings of the individual.

Extract from the Memorial of Rear-admiral Richard Graves, addressed to the Prince Regent.

" Your Memorialist was next employed in removing his Majesty's troops to York town, when, on the arrival of the French fleet on the coast, he was ordered to New York with despatches. In the evening of the day he sailed on this service in the Swift brig, being very leaky, having only six four-pounders, and thirty-five men, with four feet water in the hold, and the pumps choked;—in this condition he engaged an enemy of eighteen six-pounders, and one hundred and twenty men, which he beat off, though twice aboard of each other during the action. When beaten back, she left thirty of her pistols on the Swift's decks. The Swift was too much water-logged for pursuit, and Captain Berkeley,(*a*) in the Blonde frigate, who fell in with the Swift the next morning, was obliged to keep her company to New York, which she scarcely reached, and sunk as she entered the harbour.

" Your Memorialist was severely wounded in this action, in which, under every disadvantage, he beat off four times his force.

" Your Memorialist was appointed to the command of the Belisarius, of

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(*a*) Probably the Honourable G. C. Berkeley, whose portrait and memoir is in Vol. XII. p. 89.

saw her, as their force was so infinitely superior, for they had between three and four hundred men more than the Rainbow, and as the water was perfectly smooth, they might (all three) have boarded her, and if they had behaved as brave men ought (without a doubt) to have carried her.

The scene, however, was fortunately different; Manley affected to be in most violent concern when he came on board the Rainbow, to find she was of no more force, declaring he had believed her to be the Raisonable, of 64 guns: Manley's captain, who was brought on board with him, was also an Englishman, and to the disgrace of his country, a most inveterate rebel.

The number of prisoners being nearly equal to the crew of the Rainbow, it became necessary to get into port as fast as possible; three days after the capture, Sir George entered the harbour of Halifax with his prize; the merchantmen having got intelligence of it, ornamented their vessels with colours, firing their guns, and huzzaing as the Rainbow passed along, giving every token of the highest joy and satisfaction: the Flora having also retaken the Fox, had arrived with her at

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twenty nine-pounders. Returning from St. Augustine's, he fell in with two American frigates, the one carrying twenty-two nine-pounders, the other twenty nine-pounders; he chased them, and brought them to action in the night, and after an hour's contest, the Tartar, of twenty nine-pounders, struck; her consort, the Alexander, having made sail during the action. The situation of the Belisarius rendered pursuit impossible. The next day your Memorialist fell in with two frigates, commanded by Captains Lutwidge and Whitshed, (a) who saw the condition of the Belisarius and her prize."

Here then are two specimens of the result of naval combats with the Americans during the heat and fury of the revolutionary war. In the first instance, Mr. Graves beat off an American cruiser of a force *four times* greater than his own; in the second, he fought TWO American frigates, each superior in force to his frigate, and captured one!

If we contemplate the result of so many naval actions in which victory has hovered on the ensigns of a *despised* enemy, and particularly that between H. M. late sloop the Avon, the Honourable Captain Arbuthnot, and the United States sloop of war the Wasp, Captain Blakely; it will be extremely difficult to account for the cause, except by the admission of facts highly mortifying to our pride, and ominous to the duration of our naval supremacy. To add to our naval misfortunes, our late fleet on Lake Champlain exists no more, or only as trophies of American victories! Let our helmsman beware of suffering our seamen to become *familiar* with defeat! the effects of which are not to be calculated. The page of history shews that all the naval powers that have existed, have been of slow growth, and rapid decline. It is the duty of the Legislature resolutely to investigate *the cause* of the alarming events that have occurred since the commencement of this second American war, in order that a remedy may be applied before we are surprised and overwhelmed by some sudden and irreparable naval calamity.—EDITOR.

(a) See the memoir and portrait of Vice-admiral Whitshed, Vol. XXII. p. 353.

Halifax the preceding day.—Advice arriving about this time, that the rebels from Machais had embarked in several small vessels, with a view of making a descent in Nova Scotia, near the river St. John's, Sir George immediately ordered Captain Hawker, in H.M.S. the Mermaid, to proceed to St. John's, together with the Vulture and Hope sloops, assisted by a detachment from the garrison of Fort Cumberland, which was to join them afterwards: the Vulture arriving first, found the town in possession of the rebels, who fired at his boats in landing, killed and wounded six of their men: but upon the Mermaid's anchoring, the rebels quitted the town, taking post round it in the woods; Captain Hawker, however, thinking he had force sufficient to dislodge them, made a disposition for that purpose, which was hardly completed, before the detachment arrived from Fort Cumberland, who immediately landing, and joining the seamen, they drove the rebels before them with a considerable loss; but they knowing the country better than the King's people, retreated up the river till they got above the Falls, and then, though dispersed, made their escape across, by means of whale boats: but their expedition turned out so bad, and they were so harassed, and almost starved for want of provisions in their flight, that it threw a damp for a considerable time on their schemes of invading Nova Scotia,

It was, however, at length resumed by the direction of the ruling powers of Boston; and Colonel Allen was sent from thence, to encourage the people of Machias to engage in the service, and to establish magazines for that purpose, of provisions, ammunition, and cloathing: Colonel Allen brought with him presents for the Indians of St. John's, whose friendship and assistance he was ordered to court, by every method in his power; he was indefatigable in all the business he was charged with, getting a promise from the Indian Chiefs to join in the attack of Nova Scotia; he raised a large number of men, whom he assiduously trained to exercise, and by the large supplies from Boston, some considerable magazines were established, and grew fast towards a completion.

The vicinity of Machias to the frontiers of Nova Scotia, made it impossible the great preparations carrying on there could be long a secret at Halifax: the governor and council accordingly took the alarm; convinced of the imminent danger which threatened the colony, they laid their apprehensions before Sir George Collier, and General Massey (who commanded the troops), offering it as their opinion, that the only way to prevent the invasion, was to attack the rebels at Machias, before their preparations should be quite ready, and urging those gentlemen to co-operate on this occasion with the ships and troops under their command, to carry the war into the enemy's country.

General Massey excused himself from having any concern in it; he said he was left there by General Howe to protect and defend Halifax, if it should be attacked, but that he had no power to send troops out of the province, or to attempt any expedition offensive to the enemy.

Sir George Collier, in answer to the application of the governor and council, informed them, that he would instantly sail with what men of war he could collect, and do every thing in his power to destroy the enemy's magazines, and prevent their intended invasion of the province: he accordingly put to sea in two days, having only the Rainbow and Blonde frigate with him; but the Mermaid joined him on the passage, and he found the Hope at anchor amongst the Cranberry Islands (near Mount Desart), whom he had directed to procure intelligence of what was doing at Machias, and to meet him at these islands.

The captain of the Hope confirmed every thing relative to the intended enterprise of the rebels, and by a spy he sent, he found there was great reason to suspect many traitors who were in Nova Scotia, intended joining with and assisting the rebels, whenever they made their appearance there. Sir George Collier, upon this intelligence, weighed immediately, with his little squadron, and proceeded towards the harbour of Machias; but the passage was rendered very dangerous, by thick fogs, strong currents, and numerous breakers and shoals, which had very nearly wrecked all the ships; they escaped, however, and made (at last) the entrance of the harbour, up which the squadron proceeded as high as the Rainbow could possibly go, who then anchored; but the other ships drawing less water went on. The arrangement had been made previous to entering the harbour, and accordingly the marines of all the ships were put on board the Hope, who with some small vessels proceeded up, till she was stopped by a boom across the river, which was defended by a small fort; the rebels from the woods kept up a warm fire of musketry, but the fort was abandoned after a few broadsides from the Hope:—the marines were then landed; and the boom being examined, was easily cut: the Hope proceeded on, flanked by the marines, who marched along the side of the river.

They soon came to the spot where the magazines were erected, which they found to contain great quantities of clothing, salt provisions, and ammunition; they were large separate buildings, three in number: the stores were very valuable, but as the rebels increased fast, and kept up a constant firing from the woods, there was no possibility of bringing any part away: the buildings were therefore set on fire, and the whole of the stores consumed, together with a large corn-mill, and three saw-mills: the habitations of the people, and all private property, were spared by the express orders of Sir George Collier, who wished to bring back these infatuated people by acts of lenity rather than severity.

The marines after this reimbarked, and the Hope and small vessels proceeded a little higher up, into the centre of the town, with an intention of destroying three or four other saw mills situated there; but the rebels by this time had increased so considerably, and appeared so much in force, assisted by a body of Indians, that the officer charged with this service very prudently declined hazarding the lives of his people, as the object was not worth it ; accordingly, as soon as the ebb tide made, he weighed and dropped down the river, the rebels lining the woods on each side, and keeping up an unceasing fire of musketry.

The Hope had not proceeded far, when by some accident she got aground, and in spite of every exertion to get her off, the tide ebbed so fast as to leave her almost dry : the rebels instantly availed themselves of this accident, and, in addition to their incessant fire of musketry, brought a small cannon (a 3-pounder), down through the woods, with which they annoyed her extremely, till the next tide, when she luckily floated again, though a good deal damaged, and joined the rest of the squadron, who had anchored as high up the river as the depth of water would permit.

This fortunate enterprise put an entire end to all future attempts of the rebels to invade Nova Scotia, and it was achieved with much less loss than might have been expected, considering the force of the enemy, there being only three men killed and eighteen wounded in the whole ; *viz.*

	Killed.	*Wounded.*
In the Rainbow	0	6
Blonde	0	3
Mermaid	0	6
Hope	3	3
Total	8	18

The news was received with great joy at Halifax, as it freed the province from the fears of invasion : the House of Assembly was at that time prorogued, but Sir George Collier received the thanks of the Governor and Council in the following letter ; *viz.*

" SIR, " *Secretary's Office, Halifax, 24th August*, 1777.

" Your letter dated the 17th of this month, from H. M. S. Rainbow, in Machias harbour, and addressed to the Lieutenant-governor and Council, was received yesterday, and I have the honour on their behalf to acknowledge the signal service you have done for the frontier settlements in that part of this province, by the readiness and zeal wherewith you have pursued the views of this government, in destroying the preparations which the rebels had been making at Machias, to attempt an invasion ; for this service, Sir, executed with that alacrity which you have always shewn for the King's service on this station, the Lieutenant-governor and Council request you will accept their best thanks.

" I have the honour to be, respectfully, Sir,

" Your most obedient, and most humble Servant,

(Signed) *Richard Buckeley.*"

" *To Sir* George Collier, *Commander of H. M.S. Rainbow, and commanding on the Station of Nova Scotia, &c. &c.*"

The business at Machias being effectually ended, the Commodore weighed with the squadron, and as soon as he got out to sea, sent the Blonde and Mermaid upon the stations he judged most necessary; himself and the Hope proceeding to the westward along the coast of New England; not far from the harbour of Townsend, he took a small fishing sloop, and wishing to procure intelligence of any rebel ships about to sail, he accepted of the offer of a Mr. Goldthwayte (whom Sir George had taken up at sea in an open boat, making his escape from the rebel coast), to go in disguise in her, and learn if there was any thing in that neighbourhood worth the hazard of attempting. Sir George sent a midshipman and six seamen with Mr. Goldthwayte to navigate the sloop, and the Rainbow and Hope were to lie-to for his return, for three days, at such a distance from shore, as not to be discovered from it.

The vessel went away in the night, and steered in for some of the small harbours on the coast; the first day passed without much expectation, but the two following every eye on board the ships were anxiously looking out for her return; they were disappointed, however, for the three allotted days passed without getting any tidings of the sloop.

Sir George Collier began to be uneasy at the loss of so many good seamen. He, however, remained twenty-four hours longer on the same station, and then not hearing any thing of the vessel, steered towards the harbour of Townsend, at the entrance of which he anchored, and sent the Hope in, directing a flag of truce should go from her to make inquiry if any such men were taken prisoners.

This measure was singularly fortunate; the Hope's boat came on board the Rainbow some hours after, with the midshipman and all the people, excepting Mr. Goldthwayte, whom the rebels had detained, under pretence of his being a subject of their usurped state.

The midshipman informed the commodore, that the day after leaving the ship they had seen several other fishing vessels, of which they took no notice, but proceeded towards a small harbour, where they hoped, under the appearance of New England Men, to procure some intelligence; that as they approached, they discovered a rebel privateer coming out, who passed them so near, as (from some cause or other) to entertain suspicion, and send their boat to examine the vessel; they soon discovered the deception, and made them prisoners; but the captain, not choosing to encumber himself, as he was going to sea, sent the boat ashore, and delivered them to some militia, who marched them along towards Boston, where they were to be confined in the jail: the road lying through Townsend, and a heavy rain falling, their guard halted them there, just in the nick of time when the Hope approached, to inquire after such men: the inhabitants, being fearful of irritating by a refusal, prevailed upon their escort to deliver them up, except Mr. Goldthwayte, who having lived as a merchant in Witchcastle, a town not far distant, and being inimical to the rebel government, they seemed determined to retain, for punishment: the captain of the Hope acquainted Sir George Collier that the people of Townsend had behaved with civility towards him, and had consented to let his people fill casks ashore for watering his ship.

The commodore, upon receiving this account, weighed his anchor, and proceeded with the Rainbow into the harbour of Townsend, sending at the same time a flag of truce ashore with a letter, demanding instantly the release of Mr. Goldthwayte, on pain of having their town destroyed, and allowing them only half an hour in which to determine.

The return of the boat brought Mr. Goldthwayte off, whose terrors had exceeded description, being convinced that if the Rainbow had sailed without him, nothing could have prevented his being hanged by the rebels.

From the ready concurrence of the people of Townsend to allow of the Hope's getting as much water as she wanted, Sir George Collier ordered the long-boat of the Rainbow on the same service, and they proceeded early next morning in a peaceable manner to the watering place for that purpose, but they had not long been ashore, till a number of armed men came down, seized the boat, and took the master and eight men prisoners.

Having a flat-bottom boat which would contain fifty men, besides the rowers, Sir George immediately got her ready, barricaded her, and ordered fifty marines, with their officers, into her: he then directed a lieutenant of the ship to proceed ashore, and bring off the long-boat which lay in sight, loaded with empty casks; the officer executed his orders without losing a man, though three or four hundred armed rebels surrounded the spot where the long-boat lay; none of them had ever seen a flat-bottomed boat before; they gazed on her with surprise and admiration; they saw eighteen oars in motion, impelling this strange appearance forward, but could not discover a single man: the mouth of a cohorn loaden with musket balls appeared in front, which the rebels believed to be a six-pounder, and inquired of their prisoners if it was so? who did not disabuse their mistake; and the long-boat was brought back without the loss of a single cask.

The Commodore understanding that a clergyman of the name of Murray, who lived at this place, had acquired a wonderful ascendancy over, and had the entire guidance of, the people of this district, wrote the following letter to him, which he sent by a boat bearing a flag of truce; *viz.*

"*Rainbow, in Townsend Harbour,*
27th August, 1777.

"SIR,

"After the promise yesterday made to Captain Dawson, of H. M. S. Hope, by you and the Committee, that no molestation should be given to the men and boats employed in watering, I am extremely surprised at the breach of faith just committed, in seizing the boat's crew I sent peaceably and unarmed for that purpose; it is in my power, you must be sensible, to take a very severe satisfaction of the inhabitants of Townsend for this insult; but I am very loth to distress individuals, unless compelled to it.

"I demand the immediate restitution of the eight men you detain, and I will have them without any conditions whatever: I desire an immediate answer.

"I am, Sir,

"Your very humble servant,

"*To the Rev. Mr. Murray,*
at Townsend."

Geo. Collier."

The flag of truce waited for some time, and then returned with the following answer; *viz.*

"*Bouthbay, August 28th,* 1777.

"The militia of this county assembled by alarm, now sitting by their officers in council of war, highly resent the conduct of the inhabitants of Townsend yesterday, in presuming to deliver up prisoners of war, as well as the granting Captain Dawson liberty to water without the consent of authority.

"The council are of opinion, that there was no propriety in Sir George Collier's treating with these few people upon a matter which properly belongs to the state, and was the business of a cartel.

"Depending, however, upon Sir George's honour for delivering an equal number of our prisoners now in his hands, and of the same quality, they detained the men in his boat only to know his determination on that subject: as soon as that is known the men shall be returned.

"And upon condition that Sir George Collier will make no further demands, the council will give leave to a single boat at a time, with any number of men, unarmed, to come to the watering place, and take away as much water as they can fill in two or three tides.

"By order of the Council,

Samuel M'Cobb,

President."

To which Sir George sent by the flag of truce the following reply:—

"*Rainbow, in Townsend Harbour, 28th August,* 1777.

"A paper being sent me, signed by Samuel M'Cobb, promising that the men who were detained this morning should be set at liberty on my consenting to give in exchange an equal number, and rank, for those taken in the schooner, by a privateer, I consent to the request made me, and will deliver an equal number, either here, or so soon as I return to Halifax.

Geo. Collier."

The flag of truce also carried the following note to Mr. Murray:—

"*Rainbow*, 28*th August*, 1777.

"If Mr. Murray, by himself, or with any others he may choose to accompany him, will come on board the Rainbow, and confer with Sir George Collier, he pledges his word and honour for their safe return as soon as they request it; and upon Mr. Murray's signifying his assent, Sir George will send a flag of truce in a larger boat, to bring them on board.

Geo. Collier."

To which the boat returned with the following answer:—

"SIR, "*Townsend*, 28*th August*, 1777.

"I have the honour of two letters this moment from you, and having obtained leave of the council of war now sitting, I mean to have the pleasure of waiting on Sir George on board the Rainbow at 12 o'clock, in my own boat, when I doubt not I can easily convince you of the impropriety of imputing the detaining of men in your boat to the people of Townsend, or of your taking any sort of revenge on them for that act: haste forbids my adding more, save that I have the honour to be,

"Sir,

"Your most obedient and very humble servant,

"*Sir George Collier.*" (Signed) *John Murray.*"

Mr. Murray accordingly made his visit at the hour he mentioned: he was received with civility by Sir George, but seemed full of apprehension and fears, at his first coming on board: he was a cunning sensible man, and had great influence over all the people in the country round Townsend. He was born in Ireland, but had resided for some years in this place; his house was situated upon an eminence not far from the water side; it appeared a very handsome edifice, and had gardens and shrubberies happily disposed around it; a consciousness of being within reach of Sir George's power, was the true reason of the King's people being given up, and of all the concessions they made: Sir George offered Mr. Murray some trifling presents, which he refused, for fear of giving jealousy to his brother rebels; he ascribed the seizing of the men who were watering entirely to the neighbouring militia; but said Colonel M'Cobb had promised their release, and that they would be given up whenever Sir George Collier sent for them, which they accordingly were.

The Commodore, in return, sent on shore thirteen men who were prisoners, which gave occasion next day to the following letter:—

"*Townsend*, 29*th August*, 1777.

"Mr. Murray presents his compliments to Sir George Collier, by desire of the officers and committee, and begs leave to inquire whether Sir George means that they should receive the thirteen persons (including a boy, three men sick of an epidemical disease, and seven or eight who are not prisoners of war), as a just exchange for eight men in health, prisoners of war, two of whom were officers; the inhabitants, anxious to act so as to be able to answer for their conduct to the authority over them, earnestly request Sir George Collier to send his answer, as soon as may be convenient for him, that they may know what to do with these men."

The Commodore had availed himself of the consent given for his procuring water, and had accordingly sent his long-boat ashore with men unarmed to fill it; one of these, a marine, in regimentals, contrived to desert, and notwithstanding all the inquiry the officer of the party made, the man could not be heard of. Sir George, upon being made acquainted with this fact, sent a message ashore, demanding the immediate delivery up of the deserter; to which Mr. Murray returned the following answer:—

" SIR, " *Townsend*, 29*th August*, 1777.

" You do justice to the committee, as well as to myself, when you assure yourself no sanction shall be given by us, to any thing here, that might wear the aspect of a violation of the treaty of yesterday.

I had just heard, that the officer of the boat had told the guard of the desertion of one of your men; I immediately took horse to go to the place, in order to inquire into that matter; I find he was gone before the guard was set: every one of the guard declares he has not seen him: the commanding officer of the day is gone to one of the out-posts at present; when he returns, which I expect in the afternoon, I will lay the matter before him, and doubt not he will send to the different quarters of the town in search of him; however, I will venture to promise, that if he is found in the town he will be returned. We have no desire to make any acquisition of that sort, and should expect no advantage from them if made. I believe no means have been used to decoy the man; if the guard had been at the place, I presume they would rather have detected, than secreted him.

" But I hope Sir George will not expect that the inhabitants either can, or ought, to look upon themselves bound to prevent the desertion of men that are under the care of his officers, nor obliged to answer for them, if any such (through the neglect of those officers) should happen.

" The utmost that I can promise, or Sir George can expect, is, that we will neither decoy nor secret them, as far as our bounds extend, and that we will return them as soon as we find them.

" I have the honour to be, Sir,

" Your most obedient and very humble servant,

John Murray."

To which the following answer was sent :—

" SIR, " *Rainbow*, 29*th August*, 1777.

" I received your letters of this day, and I cannot comprehend your distinction between prisoners and prisoners of war, any more than I do your seeming opinion, that a sick prisoner is not equally exchangeable with one in perfect health : however, I will make that matter very easy to you and your committee, by receiving back any of the prisoners sent ashore, that you object to, and returning from Halifax a sufficient number to make up the eight men released, who were taken by the privateer.

" I must at the same time declare myself by no means satisfied with your answer about the deserter, and again apply to you to cause him to be delivered up. I am, Sir,

" Your very humble servant,

Geo. Collier."

" P.S. There was only one midshipman returned instead of two officers you mention ; Mr. Goldthwayte is no officer, but a passenger."

This produced the following reply :—

" SIR, " *Townsend*, 30*th August*, 1777.

" Your letter this morning received by your flag, to which I have the honour now to reply, calls my attention to two objects, on both of which I shall beg leave to express the sentiments of the officers and committee, by whose order I write ; fully confiding in the acknowledged candour of your Honour for screening myself from the injurious supposition of intending any thing to give the least umbrage to you, these sentiments are as follow :—

" Any person held *in duresse*, whether on a matter of record, or of fact, is a prisoner of law : if seized by mandate of the supreme power, without either, he is a prisoner of state ; and he only, that is taken in arms, or levying war against the authority of the captor, is to be deemed a prisoner of war.

" It has not (as far as we know) been the practice of either party in the present unhappy and much regretted war, to detain the person, even though they confiscate the property of the professed subjects of the other, when taken only in quiet and peaceable pursuit of their ordinary lawful business. Such persons not being in the service of either belligerent, have never been considered as liable to the treatment supposed to be due to such as were in service : on the part of America, we do not understand that any ransom has ever been required for the release of the prisoners of that class that have fallen into their hands ; and to the honour of the British arms, we have frequently seen the commanders of his Majesty's forces, both by sea and land, setting at liberty as soon as they had opportunity, such of the Americans as they had taken only in a peaceable trade ; and no commander on this station has been more distinguished for that humane and generous practice than your Honour, and to the benefit of it the prisoners sent ashore received a peculiar claim by the kind promise your Honour (as they say) was pleased to make them, of their being liberated as soon as you came near any New England Port, without any exchange or ransom; from which it is not doubted but you would have set them ashore here, if you had received no prisoners from us at all.

"Therefore their liberation by way of exchange is conceived to be a hardship both to the state and to the town.

"To the state—as eight men are thereby put into the hands of its enemies, and into their immediate service, in lieu of men that it has no right to call into the service of America, either by sea or land; while as many that are engaged to continue in that service during the war are still detained, and for whom these eight men would have been a just exchange.

"To the town—inasmuch as their country will call them to account for this transaction, and they have nothing to expect but its resentment for thus betraying its interests: to this resentment we fear one expression in your last will especially expose them. You declare Mr. Goldthwayte only a 'passenger;' if so, your peremptory demand that this town 'should instantly deliver him to you, without any condition or cause alleged,' will publicly be understood as a requisition for sending on board your ship a free citizen, and one of our brethren, without any stipulation; and this people's compliance with that demand will be interpreted as betraying a member of the community, who was entitled to the protection of the law, and so (constructively) a conspiring with its enemies against the safety of the state.

"To all this we beg leave to subjoin, that although sick men are doubtless as exchangeable as men in perfect health, yet we presume it is for men only in the same predicament; however, as this point has been fully debated by the Generals Howe and Washington, in a public manner already, it does not become our obscurity to insert our thoughts on the subject when we address ourselves to you; we have no thoughts of forcing any of our brethren whom you have sent to us, to return to you, nor can we be able to bring the present dispute to any adjustment, but what is the issue of your will and pleasure alone; but we cannot avoid submitting the whole matter to the cognizance of this and the United States, and we must abide by their judgment.

"It is needless to remind your Honour, that the inhabitants have cause to judge their lives brought peculiarly into danger, by the introduction of an epidemical disease amongst them, without being able to find a physician, medicines, or even necessary comforts against it for themselves, or those now sick of it.

Now: with regard to the matter of the deserter, it gives us much surprise, that your Honour should be 'by no means satisfied' with the declarations already made on our parts, unless you doubt the veracity of them; of that veracity you may have any assurance you shall think proper; Lieutenant-colonel Reed has advertised the man; I have sent the notice of him to George Town and Ponal-borough already; besides this, we shall continue our endeavours to recover him, but it is not improbable he has reached Cumberland County before now, if he is at all acquainted with the country: more than this, it is impossible for us to perform; and I flatter myself your Honour has no thoughts of making any thing beyond this the term of our safety.

"I have the honour to be, Sir,
"Your most obedient and very humble servant,

"*Sir George Collier.*" John Murray."

To this Sir George Collier sent the following answer:—

"SIR, "*Rainbow, Townsend Harbour*, 1*st Sept.* 1777.

"If my health had permitted me, I should have given an immediate answer to your letter of the 30th past, written as you inform me by orders of the officers and committee, as expressive of their sentiments.

"When I told you in my last letter that I could not comprehend your distinction between prisoners, and prisoners of war, I certainly could never mean any other prisoners than such as are belonging to a country at war with Great Britain; your explanation, therefore, of 'prisoners of law,' and 'prisoners of state,' was extremely unnecessary.

"You tell me, that those only are prisoners of war who are taken in arms, or levying war against the authority of the captor; but on what grounds do you form this opinion? it is not from all the wars in which Great Britain has been engaged, for a century past; for in those it has been invariably the usage to consider every prisoner taken (whether in men of war, privateers, or merchant vessels), as prisoners of war, and to confine them indiscriminately together; and when the exchange took place, they were as indiscriminately exchanged.

"You are entirely mistaken when you say that it has not been the practice during the present unhappy war, to detain 'the persons,' though their property is confiscated; and that 'no ransom' has been required on the part of America for the release of prisoners of that class, who have fallen into their hands.

"Amongst other instances, I must point out that cartel in which Mr. Glover came to Halifax from Boston as commissary, who produced to the commissary I appointed to treat with him, a long list of masters, mates, and men from merchant ships, who were liberated, and for whom he demanded an equality in exchange. I did not indeed consent to it, for reasons it is unnecessary to mention now.

"The prisoners I sent ashore here, misinformed you, if they told you of a promise from me to set them at liberty in the first New England Port I came to: I mentioned to them a probability of letting them go 'the first convenient opportunity;' but at that time I did not think of anchoring upon this coast; however, an exchange for them was always understood, as it certainly would be very extraordinary to liberate people taken in arms without it.

"I repeat again, that Mr. Goldthwayte was only a passenger; but Mr. Goldthwayte is a faithful subject of his Majesty's, and as such I demanded his release; I will, however, to save your town from the resentment you seem to apprehend, consent to give a petty officer in exchange for Mr. Goldthwayte, as soon as it is possible for me to do so, by having one in my possession.

"The part of your committee who attended me yesterday seem to allow but six men out of the whole number I sent on shore to be eligible for exchanging against the eight returned me; I think very differently; yet willing to gratify the inhabitants of Townsend for their peaceable behaviour since his Majesty's ships have been here, I will consent to liberate two other prisoners, so soon as I return to Halifax.

"The representation of my having sent some of the prisoners ashore with an 'epidemical distemper,' is not a fact, if I may credit the report of the surgeons, whe declare that there is no epidemical disorder in the Rainbow; had it been otherwise, I most certainly would have sent them ashore, for reasons which certainly are too plain to need mentioning.

"I still must be dissatisfied with the account you give of the deserter, because I cannot but know so remarkable an object as a man in English regimentals could not travel through a country without people's remarking, and giving notice of it.

"Notwithstanding this, and two other instances which have occasioned me just cause of displeasure, I desire that yourself and the other inhabitants of Townsend will remember, and do justice to the kindness and forbearance with which you have been treated since the Rainbow has lain here, in which time not an injury of the smallest kind has been sustained by any individual.

"I am, Sir, your humble servant,

"*Rev. Mr. Murray.*" Geo. Collier."

Having completed watering both ships, they weighed, and went to sea to cruise upon the rebel coast; they were so fortunate in a few days as to capture eight or nine vessels, and as they proceeded with this little fleet of prizes along the New England shore, they discovered a large Snow, which far from running away, stood towards them, believing them to be some of their brother rebels going to attack a part of Nova Scotia; the Snow came from the West Indies, and was laden with rum, molasses, and sail cloth, belonging to a very disaffected man in Boston: Sir George Collier and all his prizes arrived safe at Halifax, to the great joy of the town.

The Commodore having intelligence that some turbulent spirits were again endeavouring to stir up the people round Machias to attempt an invasion, directed a man of war to proceed thither, and by a flag of truce in a boat sent the following Declaration, to be dispersed amongst them:—

"DECLARATION,

"By Sir George Collier, commander of H M. S. Rainbow, and having the direction of the King's ships and vessels employed on the coast of New England and Nova Scotia.

"The inhabitants of Machias, not satisfied with the quiet they enjoy, whilst a great part of America are suffering the inconveniencies attendant on war, have thought proper, without the least provocation, several times to invade and ravage the possessions of their innocent and peaceable neighbours (faithful subjects of the King) in the province of Nova Scotia, and likewise had the temerity last winter to invest Fort Cumberland in the Bay of Fundy, belonging to his Majesty.

"Such repeated outrages could not pass with impunity, and accordingly I thought proper lately to convince these ill-judging and misled people that their harbour was accessible, and their town at our mercy, if it was judged necessary to reduce it to ashes: his Majesty's ship Hope, therefore, after proceeding up to the town, in spite of all the opposition that could be made against her, shewed the inhabitants at the same time a proof of lenity and moderation, by sparing the place, and doing no injury to individuals, in the wish that such forbearance might be the means of preventing a repetition of the cruel and injurious inroads they have made on their neighbours, wantonly and without reason.

"In order, however, that these motives of lenity and forbearance shewn, not only at Machias, but in Townsend harbour, and other places, may be properly understood, and also to let the subjects of his Majesty in the eastern parts of New England know what they have to trust to in future, I think proper to declare, that if any more preparations shall be made in those parts, for ravaging and invading the province of Nova Scotia, or that the inhabitants shall either attempt collecting fresh magazines, or associating themselves for such a purpose, the consequence will inevitably be, laying in ashes every house, mill, store-house, and other buildings belonging to them, of which the inhabitants of Machias, Narraguagus, Goldsborough, and all the neighbouring places on and near the sea coast will take notice, besides which their harbours shall be so effectually blocked up by the ships and vessels of his Majesty, that even their fishing-boats will not be suffered to come out before the rebellion is over.

"With this generous caution before them, the inhabitants on the East Coast will act as they think proper; but they must remember, if they draw down the threatened punishment, that they will have nobody to blame for it but themselves.

"And in order that every proper method shall be used to induce the King's subjects before mentioned to live inoffensively and peaceably, I hereby declare, that if they do so, his Majesty's cruising ships of war will have orders not to injure or molest the fishermen in their occupations of catching fish, provided their vessels carry no arms, and that the number of men do not exceed eight in any one of them.

"Given on board H. M. S. Rainbow, in the harbour of Townsend, in New England, the 2d day of September, 1777.

(Signed) *Geo. Collier.*"

"*To the Inhabitants of Machias, Narraguagus, and Goldsborough, and the rest of the Settlements on the Eastern Coast of New England.*"

This Declaration had every effect that could be wished for from it; the inhabitants of Machias and the Eastern District were ever after perfectly peaceable, and never attempted to commit any act of hostility against Nova Scotia while Sir George commanded there: he was as good as his word respecting their fishermen, who never received molestation from the King's cruisers, when they were not armed for war.

Sir George, anxious again to annoy the enemy, only took in some few refreshments, and then sailed for the coast of New England . by a fishing boat he received intelligence of a large ship loaded with masts up the river Sheepscut, and designed for France; he was extremely anxious to prevent the enemies of Great Britain from profiting of the quarrel with her colonies, and therefore was determined to run any hazard, rather than not take or destroy her.

Having prevailed with a fisherman to pilot the Rainbow up the river, Sir George made for the entrance of it just before night; soon after this, a most violent storm came on, attended with a black darkness, most uncommon and unusual; the shore on either side the river was invisible, the wind was violent, and the danger from the breakers and sunken rocks was imminent; in this distress and danger, they proceeded about twelve miles up the river, when Sir George, from looking at the compass, concluded they were going a wrong course; and on inquiry of the pilot, he acknowledged it, averring at the same moment he could not guess "where the ship then was!" There was no time for hesitation or debate; Sir George ordered the anchor to be let go; and that measure saved the ship, on the very brink of destruction: in swinging round, they found the land close on each side, and then the pilot declared the ship was in a small channel called the Oven's Mouth: the wind blew a storm, but sheltered by the high land and woods, there was no fear of parting the cable.

At this spot the river Sheepscut branches out into three parts; the proper course for the Rainbow was the middle one, but the darkness rendered that not to be seen, and Providence directed she should anchor in safety in the entrance of the Oven's Mouth, which was the channel on the right of the true one. The darkness, the danger, and the storm, had no effect even for a moment to make Sir George forego the object of his attention and pursuit. It was after midnight when the Rainbow anchored, and between one and two in the morning he manned and armed the flat boat, and cutter, with a hundred men, commanded by two lieutenants, and sent them up the river to get possession of the ship before mentioned, which was represented as lying about twenty miles higher; these boats accordingly proceeded amidst the darkness and a most severe rain; they got abreast of the town of Witch-Castle by dawn of day, and pursuing their course undiscovered three miles higher, they saw and took possession of the ship for which all these dangers had been run.

When the morning appeared, Sir George was beyond measure astonished at the situation in which he found the Rainbow; convinced that nothing but the particular intervention of Providence could have brought him in safety through so intricate and dangerous a channel. He immediately set about weighing his anchor, in order to proceed up the river to support the boats, who might probably stand in need of assistance from the opposition or attack of the rebels.

After much fatigue and hazard of losing the ship, Sir George at last got her into the right channel, and then proceeded up in search of the boats: he had not gone five miles, before he found reason to admire at his wonderful preservation, by losing the right channel in the dark, which forced him to anchor; if he had proceeded, nothing could have saved him from shipwreck, for the dangerous sunken rocks spread almost across the river, and hardly afforded room in the clearest day for the ship to pass; what but certain destruction must have been her fate then, in the midnight storm and darkness!

Passing this imminent danger, Sir George proceeded on, and at last came in sight of a pleasant town called Witchcastle, where he anchored, on being informed there was not depth of water sufficient for the Rainbow half a mile higher, and that the mast ship was not more than a league from that spot.

The people of the place could hardly credit their eyes, when they saw soon after sun rise a large ship anchored before their town, which they could only impute to enchantment, or her coming through the air. The tempest of the preceding night had been fiercer than any known for twenty years before; they had stationed vessels below, to give notice of any enemy's approach; but no such notice had arrived; they knew from the dangers of their river that nothing could come up in the night, and yet they saw an enemy at their doors soon after sun-rise, though thirty miles from the sea! Before their astonishment had time to subside, they received by a flag of truce the following summons, which was addressed to their chief judge, Mr. Rice:—

"*To the Inhabitants of the Town of Witchcastle.*

"*Rainbow, off Witchcastle, 10th September,* 1777.

"Sir George Collier, commander of H. M. S. Rainbow, signifies to the inhabitants of Witchcastle, that he has no intentions of injuring their persons or property, unless from their improper behaviour they compel him to do so: the ship loading in this river with masts for his Majesty's enemies is the object of his present attention; and the inhabitants of Witchcastle must not by any means obstruct his seizing and carrying her down the river, as they value the safety of their town: Sir George therefore recommends to them not to assemble the militia, or other armed men, since the doing so can answer no purpose except bringing on hostilities which may possibly end in the destruction of the town, though such measure will be very contrary to his intentions and wishes. Sir George Collier demands the delivery of the two pieces of cannon in the town; the rigging and sails of the mast-ship; and the spare masts (if any) lying in or near the basin.

"Upon these conditions being complied with, he pledges his word of honour for the safety of the town, and the property of each individual in it. He desires an immediate answer to this requisition, and expects two respectable inhabitants will remain in his hands as hostages for the due performance of this covenant, and whom he engages to put safely on shore before he leaves the river."

The boat with the flag of truce returned in about two hours, with the following answer from Judge Rice:—

"*Witchcastle*, 10*th September*, 1777.

"I acknowledge the receipt of a message by a flag from Sir George Collier, which respects the inhabitants of Witchcastle as well as myself; but as I was inquired after particularly, by the flag, think it proper to make this short answer in a private capacity, until I can consult the inhabitants and know their minds, which cannot be done till to-morrow.* The ship Sir George demands, is near four miles from hence, and in the possession of his men (as I hear), with one of the pieces of cannon he requires; the other is carried off,* but where, I cannot learn: the rigging and sails of said ship, I have never seen, and know not where they are; and believe there are no masts but what are at, or near the said ship: this being the case, I think we must stand fairly excused in Sir George's own mind from giving hostages for the performance of what is not in our power.

"I am Sir George's very humble servant

Thomas Rice."

Sir George passed the whole day in the most anxious expectation of seeing the mast-ship and his people coming down the river; he began to grow extremely uneasy after dark, at hearing no tidings of them, and took the resolution of sending a reinforcement of men to their assistance in a large boat, which proceeded upwards for that purpose; the officer, however, came back some time after, with an account, that in advancing he found the river extremely narrow, and as he was silently paddling up, he came to a pass where he heard a great number of voices, though he saw no one, on account of the darkness; he therefore thought it prudent to return, to prevent any of his people in the boat being killed, which, from the situation of the enemy might have been the case, without his being able to fulfil the purpose for which he was sent.

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* This was true, though he did not assign the reason; which was their being gone up to attack Sir George's people; the other gun was carried away for the same purpose.

Sir George spent some hours in great bitterness, seeing his situation was become very dangerous and critical; his zeal for the success of the enterprise had made him detach a greater force from the ship, than prudence would warrant: two lieutenants out of three, and one hundred men out of two hundred and eighty, were in the utmost jeopardy of being killed or taken prisoners; the militia was apparently flocking in from all parts; the passage down to the sea was dangerous beyond expression; exposed to sunken rocks, a very narrow channel, and subject to annoyance from each side, where the land was covered with thick woods, and as high as St. Paul's church; the least mistake in going down would be the certain loss of the ship; for in case she had the misfortune of striking the ground, she must remain there, as no boats could venture out to use means for getting her off, since every man in them would probably be shot by the concealed rebels in the heights above them!

However painful were the feelings of Sir George, he appeared as cheerful as possible, and remained most of the night looking out for the boats, though he was excessively fatigued with thirty-six hours incessant attention, and without a moment's sleep!—Between two and three in the morning, a great deal of firing from musketry was heard up the river; every one now was in high expectations of seeing the mast-ship in our possession; they looked out impatiently through the darkness to discover her approach, but in vain; the firing sometimes ceased, and then began again with increased violence; after continuing for a quarter of an hour, it stopped, and about half-past three the sound of oars was very distinguishable; shortly after which, the two boats returned on board, to the very great joy of every body in the Rainbow.

(To be concluded in our next.)

NAUTICAL ANECDOTES AND SELECTIONS.

CAPTAIN MANNERS, AND THE BRAVE CREW OF THE REINDEER.

THE late Captain Manners, of the Reindeer, received no fewer than 17 wounds, in the action between that brig and the Wasp (American sloop of war.) The calves of his legs were carried away early in the action, yet he kept the deck, cheering up his brave crew, and animating the few officers which were on board by his example. Again a shot passed through both thighs, and he fell on his knees, but recovered, stood up, and though bleeding profusely, resolutely refused to quit his deck. Perceiving, however, the great superiority of the enemy in point of guns, and the dreadful havoc which the musketry in the tops was causing on the decks of the Reindeer, he called out to his men, "*Follow me, my boys, we must board them.*" He was in the act of getting on board the enemy, when balls from the Wasp's tops entered his head, which they completely perforated: he put his hand for a moment to his head, exclaimed, "*Oh God,*" and dropped breathless. Numerous are the instances of individual bravery which have been related to us; suffice it to say, that a braver crew than that of the Reindeer never sustained the lustre of the British flag. In the mean time, we are happy to assure our readers, that the intrepid seaman who was sent to the hospital in consequence of having a ramrod shot through his head, is fast recovering. After receiving his desperate wound, he, like his commander, refused to quit the deck, saying to those who begged him to leave his gun, "*If all the wounded of the Reindeer were as able to fight as I am, we should soon make the Americans strike.*"

Captain Manners, soon after the action, was sewed up in his cot and committed to the deep. He was the son of Lord Robert Manners, and inherited all the hereditary bravery of his family. Never was a man more esteemed by all who knew him – he was the idol, the delight of his ship's company, and well did they support him in the trying hour of battle; for long after he had fallen, his brave crew fought the brig till the decks were a sheet of blood, *and no officer remained to command them but the captain's clerk!!!*

ADMIRAL STERNPOST!

IN the war of 1756, a nobleman of very high rank commanded a line-of-battle ship in one of the engagements fought during that war. He was ordered by the commanding admiral to take his station in the hottest part of the battle. He did not much admire the prospect before him, or he was not in a humour for fighting, to avoid which he called upon the carpenter, and ordered him to "*make out a report of the defects of the ship.*"—"*I know of none,* your ———," said the carpenter.—"*Know of none,*" said the ———, with well-affected amazement, "*don't you know the stern-post is loose? How can I fight the ship, with the stern-post loose? The ship would go down!*" The carpenter took the hint, and said he had forgot it. "*Go then*," said his ———, "*and make out a certificate.* Away went the carpenter to his berth, and returned with that collusive and fraudulent certificate in his hand. Signal after signal was made for the ——— to take his station, but he stood aloof till the action was over; and when called upon for an explanation of his conduct, he very coolly handed the commander the carpenter's certificate. The artifice was seen through, and the fraud detected. The carpenter was tried by a court martial and broke, to whom it is reported the ——— gave 200*l.* for his life and acquired for himself the honourable title of ADMIRAL STERNPOST!

COMMODORE BARNEY.

A Correspondent of the *Morning Chronicle,* who signed "*Jean Francais,*" on the 1st inst. affirms that the musical bagatelle, called "*Barney leave the girls alone,*" owes its origin to the kiss publicly bestowed on this American officer by the beautiful Marie Antoinette, and was composed by Count O'L———, of the Irish brigade, who was present at Court when this royal familiarity took place; and he stated that the *maids of honour* were all *so eager* to follow the gracious example set by the lovely Queen, that Mr. Barney became an object of envy and dislike to the entire *beau-monde.*

The American statements speak favourably of his conduct on the surprise of Washington, and affirms that of the seamen whom he commanded, one half were killed and wounded. He was himself badly wounded, and taken prisoner.

CAPTAIN COOK, THE CIRCUMNAVIGATOR.

THE seaman who resided upwards of three years at Owhyee, which island he left about five years since, reports that the Mr. Young, mentioned by Mr. Turnbull, had left Owhyee, where he had resided nearly twenty years. He confirmed to the Editor the accuracy of Mr. Turnbull's report of the feeling that prevailed at Owhyee respecting that illustrious seaman. He says his death is commemorated every year with great solemnity by the natives.

A REPUTED DAUGHTER OF CAPTAIN COOK.

THE Editor was recently informed by a person who had seen and conversed with the female alluded to, that a female was living five years since, in one of the Friendly Islands, the daughter of a woman of rank, whose mother declared this female owed her existence to Captain Cook. Her stature was rather diminutive, her hair white, eyes blue, skin much whiter than the general race of inhabitants. She played on a reed instrument with her nostrils, and was much noticed on account of her alleged descent.

NAVAL PUNISHMENTS.

Captain ———, of the old Centaur, impressed a *Portuguese sailor,* who was bold enough to deny our right of claiming his services, and he refused to do his duty, for which he was tried and flogged. This made him work, but it was with an ill will and sullen aspect, and the captain actually flogged him a second time, because *he did not smile,* or do his duty cheerfully!

ILL EFFECTS OF AN UGLY FACE.

Captain ——, of the ——, had a sailor on board whose face was so disagreeable to him, that he was forbid to go aft farther than a particular part of the ship, lest he should see his ugly phiz: upon some emergency, the poor fellow forgot the prohibition, met the captain, and got two dozen for disobedience of orders, though in fact it *was for having—an ugly face!*

OTAHEITEAN CREDULITY.

DURING Captain Vancouver's stay at this island, one of his sailors being ashore, was followed as usual by the curious multitude. Having a river to ford, the sailor pulled up his trowsers: the natives, on discovering that his legs were crooked, appeared perfectly panic-struck, and hesitated to wade in the same water lest they should be infected with the same deformity: the sailor was immediately forsaken and left to pursue his walk alone. The Otaheiteans are convinced that the greater part of their plagues and diseases flow from the visits of our shipping. They insist that Captain Cooke brought the intermittent fever, crooked back, and the scrophula, which breaks out in their necks, breasts, groins, and arm-pits; that Captain Vancouver brought the bloody flux, which in a few months killed a great number of them. They sccuse Captain Bligh of having introduced the scrophula; but Mr. Turnbull could not learn what ship had introduced the elephantiasis and the epilepsy. No doubt but they are likewise said to be of European extraction, as well as hump-backs, and some others.*

THE FEAST OF SOULS!

OF all the instances of regard shewn by the American Indians on the gulf of Mexico, none is so striking as what they call the feast of the dead, or the feast of souls. The day for this ceremony is appointed in the council of their chiefs, who give orders for every thing which may enable them to celebrate it with pomp and magnificence. The riches of the nation are exhausted on this occasion, and all their ingenuity displayed. The neighbouring people are invited to partake of the feast, and to be witneſses of the solemnity. At this time, the bodies of all who have died since the last solemn feast of the kind, those who may have been interred at the greatest distance from the villages, are diligently sought for, and brought to this great rendezvous of dead bodies. It is not difficult to conceive the horror of this general disinterment. Some appear dry and withered; others have a sort of parchment on their bones; some look as though they were smoke-dried, without any appearance of rottenness; some are just becoming putrid, whilst others are all swarming with worms, and drowned in corruption. I know not which ought to strike us most forcibly, the horror of such a spectacle, or the tender piety and affection of these poor Indians towards their departed friends; for nothing deserves our notice more, than that eager diligence and attention with which they discharge this their melancholy duty; gathering carefully up even the smallest bones; handling the carcases, disgustful as they are with every thing loathsome; clearing them from the worms, and carrying them upon their shoulders, through tiresome journies of several days, without being discouraged by the insupportable stench, and without suffering any other emotions to arise than those of regret, for having lost persons who were so dear to them in their lives, and so lamented in their deaths.

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* The inferences to be deduced from this laughable simplicity of these islanders are, first, that *personal deformity* is unknown there, either naturally, or by their killing deformed infants; and secondly, that they imputed every disease formerly unknown, to the visits of the Europeans; a conclusion perhaps but too well founded; and hence their fear of catching the deformity of bandy legs. —EDITOR.

ISLAND OF BORNEO.

Conspiracy against the Sultan of Baussermassing.

In the early part of the year 1806, a tragical event took place at Baussermassing, in the island of Borneo. The reigning Sultan had a brother, who more than once had given proofs of an inordinate ambition and thirst of rule, and had seen with envy the lawful prince ascend the throne. The Sultan was distressed by the most fearful forebodings of danger from the malice of this brother, but whether from a defect of courage, or regard to the near consanguinity of him whom he suspected, he could not resolve to banish this unnatural brother from his court, as his well-meaning counsellors advised. He preferred trying how far gentleness and kindness were capable of reforming the corrupt heart of his brother, and implanting in his bosom the principles of gratitude and virtue. Speedily, however, this prince would have become the unhappy sacrifice to his virtue and magnanimity, if a discovery, just in time to save his life, had not prevented his intended murder. His profligate brother, hardened in his criminal intentions, and teeming with his beloved project of wresting from the Sultan the government of his kingdom, and wading through blood to the possession of his throne, formed a conspiracy to accomplish those objects, and at the head of his adherents, to rush into the prince's palace, and murder him and all who opposed them. There grows in Borneo a certain herb, the smoke of which, as it is asserted, possesses the power of causing for a time the most profound sleep in every person whom it reaches. This he had prepared to assist him in his hellish enterprise. The pavilion where the Prince slept was built of cane, through the interstices of which the narcotic vapour was expected to reach the unsuspecting sultan and his guards, and throw them into a sleep, from which the murderer intended they should wake no more. The evening was fixed for the execution of this horrid purpose; the poisonous herb was spread round the dwelling of the sultan, fire was set to it, and the assassins waited in the most anxious silence its operation, favoured by a night of unusual stillness, to rush into the palace, and perpetrate the murders so eagerly desired by the brother of the Sultan. The Sultan, apprized in time to prevent the fatal effects of this deep laid plan, waited till he found every particle of the information he had received completely fulfilled: the herb was slowly consuming round his palace; the smoke entered between the canes; his guards fell gradually asleep; the assassins were ready to rush in; his brother, armed with a naked scimitar, was at their head. At this moment, when the monster thought his brother's life already in his hands, and his crown upon his head, a signal was given by the Prince, the conspirators were in a moment overwhelmed, and this unnatural monster of a brother was strangled in his dungeon. Humanity may feel for the miserable fate of the guilty Prince who was the victim of his hardened nature, uncontrollable ambition, and insatiate thirst of a brother's blood. The many instances in which the Sultan had refrained from punishing his restless and ferocious fratricide, exonerates that monarch from all blame, but that of carrying his endurance to too great an extreme; and great must have been the struggles between justice and mercy, security and danger, in the Sultan's breast, before he pronounced a sentence of death on his guilty brother. Even this catastrophe exhibited his character in a most amiable light. Instead, as is the custom in most nations of Asia, of cutting off the conspirators and all their relations, the Sultan forgave every one of those criminals, attributing their guilt entirely to his unhappy brother: he commanded that not one of these should be persecuted, punished, or even reproached.

OFFICIAL REFORMATION OF CUSTOM-HOUSE ABUSES.

THE subjoined document presents such a view of the practices of the Custom-House at the port of London, as well as the Out-ports, as we believe the inland public is but little acquainted with.—The conduct of the Lords of his Majesty's Treasury, on this occasion, deserves the highest praise, and furnishes a complete refutation of the assertion of many, that those who are oppressed by custom-house officers, and tax-gatherers, have no remedy but to submit to the imposition. The very circulation of such an unfounded statement is calculated to do the greatest mischief, and we rejoice at such a practical contradiction as it has received on the present occasion.

"GENTLEMEN, "*Treasury Chambers*, 11*th August*, 1814.

"I am commanded by the Lords Commissioners of his Majesty's Treasury to inform you, that they have recently had under their consideration representations from various merchants, complaining of unjust seizures, and vexatious detentions by the officers of your departments.

"In some of these cases my Lords have observed, that the precise letter of Acts of Parliament framed many years ago, in time of peace and of more circumscribed commerce, have been rigorously applied amidst all the difficulties incident to war, and against the manifest spirit of the Acts themselves, the penalties of which were directed for the punishment of fraud or culpable negligence, and not for accidental or trivial omissions.

"To four cases which will serve as examples of many others, I am commanded to draw your special attention:

"The first is the seizure of twenty hogsheads of sugar, entered with the mark RS instead of R. S.: these hogsheads were seized by the officers of your department, at Bristol, merely for the omission of the intervening mark; and a satisfaction has been demanded for the restoration of each cask of one guinea.

"It is quite manifest, from all the circumstances of this case, that no fraud could have been intended. To grant a satisfaction, therefore, to the seizing officer, could tend only to encourage similar seizures for trifling irregularities; and, therefore, my Lords cannot sanction the payment to the seizing officer of any satisfaction whatever, but direct the immediate restoration of the goods.

"Another seizure at the port of Bristol, which has particularly attracted their Lordships' observations is, that two hogsheads of sugar imported in the ship Ruth, in the month of April, and seized by the officer, as he declared, for being an excess upon the report of the cargo, against the remonstrance of the owners, who contended that the cargo entirely corresponded with the report. After nearly four months' detention, and various reports and correspondence, the owners were enabled, from the accidental circumstance of no part of the cargo having been sold until the whole was delivered, to prove that there was no ground whatever for the seizure, and the very irregularity which was the pretence of the seizure, was traced to the officer himself.

"A third case at the port of Bristol, is that of sugars imported in the Anna Maria, a part of which has been seized, because the marks do not entirely correspond with the report; but as the whole contents of the cargo, as reported and delivered, agree, there is no ground to suspect any fraud, and the irregularity is not of an extent to call for any penalty. My Lords, therefore, desire that the sugar may be forthwith restored, without any satisfaction whatever.

"A fourth case, now before their Lordships, is, that of the Perseverance, in the port of London, which vessel and her cargo have been seized under circumstances so extraordinary, as to demand their Lordships' immediate interposition.

"It appears that this ship has brought some cases of sugar from Gibraltar, and under the existing laws, was not liable to seizure, but the owners were at liberty to send the vessel and cargo again from this country. They applied, however, to their Lordships for leave to land and warehouse the cargo; and whilst this application was under consideration, your officers, construing such application into an intention to land the goods for warehousing, seized the vessel and cargo.

"The application to their Lordships for permission to warehouse being refused, the memorialist then applied for an order to tranship the cargo into another vessel, for Gibraltar, 'the petitioner being subject to heavy demurrage for detaining the vessel; to this request their Lordships were pleased to accede, and your Board was apprized thereof on the 6th ult. and desired to give immediate directions for that purpose.

"The vessel Perseverance, and cargo, having however been seized by your officers as above stated, you have requested their Lordships' directions, submitting, 'that should their Lordships be pleased to order the delivery of the goods and vessel, the seizing officer might, according to the practice, be entitled to a satisfaction;' but you beg to submit how far their Lordships, under the circumstances, may think he has any claim to the same.

"According to the view which my Lords at present take of this case, the seizure appears to have been most unjust; and any practice which would entitle the officer to satisfaction, cannot be too much censured, or too soon abolished.

"In cases like this, my Lords expect, from the discriminating judgment of your Board, the prompt and vigorous execution of the powers vested in you by law; and you may confidently rely, without the delay of previous reference to their Lordships, which is in itself a heavy punishment to the merchant, upon their Lordships' full support in whatever measure may be necessary for the punishment of oppressive or contumacious officers. This, my Lords feel to be due to the interest of the fair merchant, and to the character of the government, both of which are affected by such transactions as those adverted to in this letter.

"Already my Lords have instructed you to enjoin your officers to refrain from acting upon any new constructions of laws contrary to the past practice, and to refer all such doubts, in the first instance, to your Board; and in cases of great importance or difficulty, you will apply for their Lordships' determination. As the penalties contained in the various laws of Customs were intended for the punishment of fraud, and not of accidental or trivial omissions, the officers of the Customs must cease to consider such mistakes as sources of advantage to themselves; for my Lords are determined hereafter to mark with their decided displeasure every detention that shall appear to have been made upon such vexatious pretences.

"In order to remove every doubt of their Lordships' intention upon this subject, I have it in command to desire, that if upon the delivery of cargoes of vessels, it shall appear that any packages, which may be erroneously marked, do, in substance and contents, correspond with the report and the manifest, neither such goods or vessels shall be deemed liable to seizure on account of such error.

"I am, Gentlemen, your obedient servant,

"*Commissioners Customs.*" S. R. Lushington."

The above exposition and punishment of official extortion does honour to ministers;—would to God they would take a spell at our Admiralty Courts, and repress the exorbitant demand *of fees,* and abolish the odious monopoly that exists in the office of King's Proctor.

MUTINY ON BOARD THE SPANISH BRIG ST. ANDREW.

We have been favoured, through the master of this vessel, Mr. Joseph Vrenna, with a variety of particulars, regarding the mutiny of the crew on board his vessel, during her passage from Havannah, from whence she sailed on the 15th of May last for Cadiz, in company with a British convoy homeward-bound from Jamaica.

The narrative is peculiarly interesting, and deserves the utmost publicity, as it may be the means of securing the offenders, who having deprived the master of the command of the vessel, and threatened to take his life, necessitated him to abandon the ship, by throwing himself overboard during the night. From the perilous situation in which the adoption of this alternative placed him, he was most providentially extricated by the Alfred, Captain Clark (one of the convoy), of and bound for this port, and landed here on Friday last.

Captain Vrenna states, that about twelve days after leaving Havannah, his vessel parted from the convoy, and shortly thereafter symptoms of disaffection among the crew became apparent. Wm. Fleming, mate of the vessel, who is a native of Ireland, and married in Belfast, about that period informed him, in a threatening tone, that he wished the brig, instead of going to Cadiz, should proceed to Cork in Ireland. "This," says the captain, "I told him could not be done, as my papers and destination were for Cadiz, and no other port;" and having assembled the crew, I reported what had just passed between Fleming and myself, but to my surprise found that some of them coincided with Fleming in requiring that the vessel should be carried into Cork." Matters continued in this state for some days, after which the whole crew presented themselves to the captain, and, having told him that Fleming had engaged to give them a gratuity of ten dollars each, if they would proceed to Cork, insisted that he should confirm Fleming's agreement. In order to pacify them he consented, and accordingly wrote, and signed jointly with Fleming, an obligatory note to this effect. From that time there was no longer any respect shewn to the captain; on the contrary, conversations were daily held, both in the cabin and amongst the seamen, in which he was mentioned in the most abusive way. Fleming and the boatswain, on the other hand, were treated with the greatest reverence. The captain, on one occasion, overheard a seaman inquiring of Fleming, if any bad consequences would ensue on their arrival in port, should the captain be found wanting; to which the latter replied in the negative. From this and other expressions, which he overheard, the captain suspected that the crew purposed taking away his life; and one day, after they had been a month at sea, one of the seamen, named Jerome Nardines, a Genoese, made up, and was about to lay hold of him, when, conceiving the idea that he meditated his murder, he leaped overboard; a rope was immediately thrown out to him, which he laid hold of, and being drawn up, was carried down into the cabin, and bound hands and feet. He was, however, subsequently released.

A few days after this incident occurred, the St. Andrew rejoined the convoy, having been separated from the fleet about twenty days. An officer from the British frigate came on board, and as Fleming had seized all the papers, he passed himself for the captain. During this, Mr. Vrenna, being unable to speak the English language, could neither understand what Fleming said to the officer, nor make himself understood by that gentleman; and the latter coming down to the cabin, Mr. Vrenna was rudely pushed out of it by the mate, Fleming. In the evening of the day on which this happened, he overheard the cabin-boy tell the boatswain that Fleming had said they must be on the alert that night and not trifle, drawing, at the same time, his hand across his throat, imitating the act of cutting a throat. On this, the object of their cruel animosity, who had been repeatedly tortured with the indications which they had given of an intention to deprive him of existence, became agitated to such a degree, that he went to the stern of the vessel, and though called upon by Fleming and the boatswain repeatedly to desist, he threw himself into the water, in the hope of saving his life by swimming, until picked up by some one of the other vessels of the convoy. After having swam about forty-five minutes, he was fortunately observed by the crew of the Alfred, on board of which ship he was immediately taken, and treated with the greatest kindness, until that vessel reached this port.

No intelligence as yet, so far as we can learn, has been obtained of the St. Andrew. A brig, answering to her description, was seen going into Cork, by a gentleman who came passenger in one of the ships of the fleet, but no announcement of such an arrival having taken place, has come to our knowledge. It is probable, that, though the mate gave it out as his intention to carry the vessel in there, that he might do so for the purpose of concealing some other design. It is to be hoped, however, that some information will be acquired of the course he had taken, so that he and his accomplices may be secured and brought to the punishment they so justly merit, and the vessel restored to its owners.—*(Greenock Paper.)*

AN EXTRAORDINARY CATARACT.

THE river Connecticut in America, is five hundred miles long, four wide at its mouth, and, in general, half a mile in its channel from shore to shore. It takes its rise from the White hills in the north of New England, where also spring the river Kennebec, and more than five hundred rivulets, which, issuing from lakes, ponds, and drowned lands, fall into it at various places. In March, when the rain and sun melt the snow and ice, the overcharged streams hasten to this great and magnificent river to overflow, fertilize, and preserve its meadows. Bursting from their frozen beds with threatening demonstrations of ploughing up the frighted earth, they rapidly carry enormous masses of ice down the falls, where they are dashed in atoms, and load the air with mist. Except at these falls, of which there are five, the first sixty miles from its mouth the river is navigable throughout. Its northern parts have three great bendings called cohosses, about one hundred miles asunder. Two hundred miles from the sound is a narrow, *only five yards wide*, formed by shelving mountains of solid rock, whose summits intercept the clouds. Through this chasm all the waters are compelled to pass, which, in the time of the floods, completely bury the northern country. At the upper bending or cohoss, the breadth of the river is twenty-four miles, and for five or six weeks, ships of war might, with safety, sail over lands, afterwards the most productive of grain and hay in all America.

Persons who can bear the sight of the water, trees, and ice, rushing through this awful cleft, view with astonishment one of the greatest phenomenons in nature. Here water is *consolidated*, without frost, by pressure arising from the swiftness of its transit between the sturdy rocks, to such a degree of induration, *that even an iron crow will not penetrate it. Here iron, lead, and cork, have but one common weight ;* and here also, steady as time, and harder than marble, the mighty stream travels with a force resistless as lightning, though not with the same rapidity. The strait is about four hundred yards in length, and of a zigzag form, with obtuse angles. At high water, masts and other timber go through with incredible swiftness, and sometimes without injury : but when the tide is low, they strike either on one side or the other, and notwithstanding they may be of the largest size, are torn into shivers, and splintered like a broom, to the amazement of the spectators. The meadows for many miles below the strait, are covered with immense quantities of wood, thus rent in pieces.

No living creature was ever known to pass through this narrow with life, except *an Indian woman*, whose canoe was accidentally drawn into the current, and who was taken up some miles below unhurt. It has been computed that the country, on both banks of the Connecticut, to a breadth of six miles, and a length of three hundred, is sufficient for the maintenance of 100,000 men. On each shore are two great roads, which lead from the mouth, two hundred miles into the interior, and are lined with some of the best-built houses in America. What a magnificent spectacle is this combination of art and nature ! But to what part of the world can we turn our eyes, without witnessing scenes calculated to inspire us with the most sublime sensations !

LITERARY RECREATIONS ON BOARD H.M.S. HIBERNIA, 1813.

Rules to be strictly observed in the Reading-Room.

SIR SIDNEY SMITH allows the officers of this ship, gentlemen his or their guests, passengers, gentlemen petty officers, and young gentlemen volunteers, free access to his books, maps, and charts, in the portion of the fore-cabin, which will generally be opened as a reading-room, between the hours of ten A.M. and one hour before the dinner hours at sea or in harbour, as it may be ; which will be notified by these rules being hung up in a conspicuous place therein, and the shutters of the fore bulk-head being opened ; access being then to be had by the starboard door, the larboard one being reserved for communication with the Admiral on service or otherwise.

The following regulations are to be observed for general convenience.

1st. The most absolute SILENCE is to be maintained ; salutations are mutually dispensed with. Messages and answers are not to be conveyed within the reading-room.

2d. Any gentleman selecting a book with the intention of reading it through, will mark his place with a ticket inscribed with his name, and the date of his having so selected it ; and although another may take it up for perusal in his absence, and also mark his place therein in like manner, the first ticket is not to be removed, and the occupant is to make over the book to the person whose marking ticket is of prior date, on his appearance in the reading-room, without his claiming or requesting it. N.B. The

Encyclopedia, HUTTON's *Mathematical and Philosophical Dictionary*, and all other *Dictionaries*; the NAVAL CHRONICLE, *Panorama*, and other periodical publications, are excepted from this rule, and to be generally accessible when out of hand.

3d. No books or newspapers to be taken out of the reading-room.

4th. All books are to be replaced on the shelf or in the chest from whence they were taken, and generally on the removal of these rules from their place at the hour appointed, observing that they are arranged on the shelves according to their comparative sizes, in gradual succession, without reference to their contents, and in the boxes according to their classification, with reference to the subject or characteristic marked thereon.

5th. Should any gentleman wish to call the attention of any other to any particular rule, the mode of so doing without a breach of the first rule, is by exhibiting to him the card containing the rule in question.

6th. Any gentleman inclined to leave a book of his own for general perusal, will please to put his name on the title-page, and insert its title and his name in the book appropriated for that purpose.—*(Printed on board the Hibernia, January,* 1813.*)*

HUMANITY OF THE FRENCH, TO SHIPWRECKED BRITISH SAILORS.*

(Copy.)

I, the undersigned, do hereby certify, that, in the month of February, 1807, accounts were received at Verdun, by Lieutenant Dalyell, from St. Valery, stating that six English vessels had been lost off that coast, and that 79 British subjects were saved from the wreck, and treated with the greatest humanity by the inhabitants of that town.

I certify moreover, that, when the Committee established at Verdun for the relief of the distressed British prisoners in France, requested Monsieur Le Seigneur, and Madame Angot, of St. Valery, to reward, on account of the Charitable Fund, the poor inhabitants of their town who had most contributed to save the lives and to relieve the wants of the shipwrecked English, who had been thus thrown on their coasts, they generously refused all remuneration, and continued to provide for their necessities, till their removal to the depot of Arras.

I think it my duty to testify the feeling and benevolent exertions thus exercised towards my suffering countrymen; and am persuaded that the Commissioners of the Transport Office, who have the superintendance of the French prisoners of war in England, will with pleasure embrace any opportunity that may offer of shewing to the inhabitants of St. Valery the sense they entertain of their humane and disinterested conduct.

William Gordon,

Chaplain to the British Prisoners of War at Verdun, and Treasurer to the Fund established for their relief.

Verdun sur Meuse,
March 10th, 1812.

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* This document was transmitted by the Commissioners of the Transport Board, and was intended for insertion in Captain W. C. C. Dalyell's memoir: see p. 1. &c.

STATE OF THE WEATHER AT GIBRALTAR, IN THE AUTUMNS OF 1811, 1812, 1813, UNTO THE 13TH OF NOVEMBER.

Months.	Thermometer			Wind.		Days Rain.	Thermometer			Wind.		Days Rain.	Thermometer			Wind.		Days Rain.
	Height.	Lowest.	Mid.	East.	West.		Height.	Lowest.	Mid.	East.	West.		Height.	Lowest.	Mid.	East.	West.	
September	78½	71	75	14	16	1	82	75	79½	14	16	3	80	67	74	17	10	4
October	75	64	70	20	11	5	78	66	69½	6	22	8	76	62	69	14	10	10
November	68	61	65½	19	9	4	72	60	66	13	14	9	63	50	61½	9	4	1
	Plurameter to 31st Oct. Inch. Parts. 2 64½						Plurameter to 31st Oct. Inch. Parts. 1 72						Plurameter to 31st Oct. Inch. Parts. 11 52					

Population before the 6th of September, 1813.

Civilians estimated at	15,000
Garrison Soldiers, Wives, and Children	5,501
Total	20,501

Present Civil Population.

British	Settlers	882
	Natives of Gibraltar	1699
	British of Native Jews	555
Foreign		325
	Spaniards	1378
	Portuguese	747
	Genoese	1398
	Sardinians	182
	French	61
	Germans	116
	Moors	97
Total		7370

This unusual quantity of rain began to fall whilst the Epidemic was at its acme, and produced no alteration; the state of the thermometer, &c. &c. was taken at 10 A.M. and 3 P.M. 7 days N.E. wind in October, 1813.

* * *

GENERAL STATEMENT OF SICK AND DEATHS FROM THE EPIDEMIC DISEASE IN GIBRALTAR, FROM 8TH SEPTEMBER, TO 13TH NOVEMBER, 1813.

Dates.	New Cases in				Total Number of Cases.	Deaths in				Total Number of Deaths.
	Inhabts. Lazt.	Town.	Louth.	Military Hosp.		Inhabts. Lazt.	Town.	Louth.	Military Hosp.	
To 17th Sept. 1813,	54	17	—	—	71	16	17	—	—	33
24th — ——	110	—	—	211	321	26	20	5	28	79
1st Oct. ——	134	45	8	165	352	60	34	—	61	155
8th — ——	101	94	11	232	438	50	21	3	49	123
15th — ——	104	196	27	261	590	48	20	2	69	139
22d — ——	81	181	15	289	566	46	48	5	79	178
29th — ——	34	63	3	158	258	26	34	—	57	117
5th Nov. ——	9	14	—	95	118	3	3	—	25	31
13th — ——	8	6	2	59	75	6	4	2	16	28
Total	635	618	66	1470	2789	261	201	17	384	863

Detail of Military Deaths. Regiments.	No.
Officers	21
Royal Artillery	66
Royal Sap. & Miners	18
4th Royal Veteran Battalion	57
7th Ditto	69
11th Foot Detachment	15
26th Regiment	49
37th Ditto	58
Foreign Recruits	18
Barrack Department	3
Soldiers' Wives	58
Children ditto	6
Total	441

CIRCUMNAVIGATION RELIC.

THE Adventure, of Whitby, lost 24 May 1811, in the gulph of Saint-Lawrence, on her passage from Leith to Quebec, was the identical ship which sailed round the world with Captain Cook.

MERMAID.*

CHRISTOPHER COLON affirms, that at Isabella bay, called by him *De Gracia*, in San-Domingo, he saw three mermaids which raised themselves far above the water; that they are not so handsome as in paintings; that they had something like a human face; and that he had seen others on the coast of Guinea. A naval officer (J. E.) was informed by the master of H. M. S. Julia in 1811, that the negros of Surinam had declared unto him, that they frequently saw mermaids on the banks of that river, far above the settlements; relating that they had never discovered any by daylight, but always during the bright moonlight nights; that when they emerge from the water they commence a plaintive cry, not unlike the voice of a female in distress; and that at the least noise they plunge into the water again. This master said he had made many trips up the river in hopes of seeing one of them; but was unsuccessful.

LIEUTENANT T. W. CECIL.

THE above gentleman, through the officious conduct of certain *busy-bodies*, became involved in a duel with the late Captain Stackpoole, of the Statira, which terminated fatally to the latter. It appears from accounts that have recently been published, that the conduct of Lieutenant Cecil has been greatly misrepresented. Four years had elapsed since the alleged offence had been committed, and had it not been for the too officious interference of certain *friends*, it might not have been revived. Those *worthy gentlemen* would not suffer the affair to die harmlessly: they reminded Captain S. of the supposed injury—a challenge was the consequence; the fatal result of which, if their bosoms are susceptible of remorse, will embitter the whole course of their lives. When the offence was thus dragged forth and thrust upon Captain Stackpoole, he was compelled to call upon Mr. C. If he had not, he had subjected himself to imputations still more intolerable.

It appears that Lieutenant Cecil had lost all recollection of the words imputed to him; yet, as an officer affirmed he had heard him use those expressions, he would not disavow them. Mr. C. also stated, that to *any other officer* in the navy he would have apologized, as he certainly felt no personal dislike to Captain S. but as this officer was reported to be one of the *best shots* in the service, *an apology to him* might have the appearance of proceeding from feelings unworthy an officer. Captain Stackpoole, it seems, had been an intimate acquaintance of the late Lord Camelford, whose pernicious follies, long after his death, appear to have contributed to deprive society of a most useful member, and the British navy of an officer of distinguished merit.

The situation in which the meddlesome disposition of the revivers of an affair that had occurred *four years* previous to this meeting, had placed both the parties, left them no other alternative: and it is to be hoped that the general censure pronounced on their conduct, will deter others from reviving old quarrels, and exciting officers to level their pistols at each other's breasts.

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[*] Naval Chronicle: xvi, 200; xxii, 276; xxiii, 186, 194; xxiv, 450; xxviii, 204.

CORRESPONDENCE.

MR. EDITOR, *Southampton, August 26th,* 1814.

CONTINUING the subject from my last,* I have to remark, that the captains in the army had in all cases seven shillings per day—equal to the first four hundred in seniority on the naval lieutenants' list; one shilling per day superior to the next five hundred in seniority; and two shillings per day superior to upwards of two thousand five hundred of the junior class of naval lieutenants, though their rank is the same. The other classes of the navy, namely, masters' mates and midshipmen, *have nothing;* lieutenants and ensigns in the army, of the respective ranks of mate and midshipmen, having, the former four shillings and sixpence, the latter *three shillings per day.* The bounty of the government to the army cannot be made a subject of complaint, though for the purposes of *sustaining life* in the lower classes, that is, below the captains, it is sufficient; but for support in the line of a gentleman, totally inadequate. But the subject of complaint is, that the relative ranks in the navy should be so much worse paid than those in the army: in the army, no distinctions of difference of pay is made in the same rank of officers, except in the colonels of dragoons, who have fifteen shillings and sixpence per day; but the whole number of colonels of infantry of the line have fourteen and sixpence; equal to that of the hundred senior post captains; superior by two shillings to the next hundred and fifty senior post captains, and four shillings superior to the junior four hundred post captains, of above three years rank. But there is still a more glaring piece of injustice to be brought to light, or rather published; that is, the lieutenant-colonels of the line, who take rank with captains under three years post—those officers have, in every instance, 12*s.* 6*d. per diem*—which is equal to the second class of one hundred and fifty post captains, and superior to that of upwards of five hundred post captains, who are their superior officers. The annexed table will explain with less confusion the relative rank, and by a reference to the former table, the rate of pay allotted to each. Why should any distinction be made between the pay of officers of the same rank in the navy, more than in the army? and more particularly why should the officers of the army have more half-pay than their relative class in the navy, unless it be (which I think is not the case) the seniors of the former are more meritorious, and have been more conspicuous.

RELATIVE RANK.

Army.	*Navy.*
Field Marshal.	Admiral of the Fleet.
General.	Admiral.
Lieutenant-general.	Vice-admiral.
Major-general.	Rear-admiral.
Colonel.	Captains of 3 years post rank.
Lieutenant-colonel.	Captains under 3 years.
Majors.	Commanders.
Captains.	Lieutenants.
Lieutenants.	Master's mates.
Ensigns.	Midshipmen.

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* See N.C. p. 202.

Nor are the feelings of the officers of the navy soothed in any great degree by the officers of marines being paid superior to their relative rank in the navy, as they receive a superior pay to their superior officers—colonels of marines with colonels in the line—and so for the remainder. It is impossible to account for this last regulation, but by inferring that the officers of the navy are a set of men to whom it is necessary to give something to keep them from starving; but not with the least relation to any merit of their own. If it were thought necessary to make any distinction of half-pay in the same rank of officers in the navy, it should have been to the first hundred in seniority of the post captains who are next their flags; but whom, should peace continue, will not get them these ten years to come, or perhaps twenty; while the senior colonels of the army will, by the brevet custom of their service, become major-generals every succeeding year. Had the government given to those post captains about seventeen shillings and sixpence per day, and not left the immense difference of half a guinea per day between them and their next of rank, as is the case at present—rear-admirals receiving twenty-five shillings and sixpence per day—it would have been more just: but a distinction it appears was necessary, and that has been carried into execution in the most absurd manner that could have been devised, as will appear by a reference to the table of pay; where officers of the same rank, that is, post captains, have a wide difference of from fourteen and sixpence per day to ten and sixpence; the junior post captains that have not attained three years rank, likewise ten and sixpence; equal to the rank above them; the oldest commanders, who are still a step lower, within sixpence per day; the junior commander within half a crown of the three years rank post captain. Could, or would, such distinctions have been made by men fitted by talents and experince to hold high and important situations in the naval department? I am at a loss to conjecture what necessity could justify the division of officers of the *same rank*, into different classes, more than in the army, unless that of endeavouring to depreciate the services of the navy: a report is very current, that a question relating to the navy, was asked a very great personage, who is said to have demanded, "*What have the navy done for the country, to deserve this favour?*" This is scarcely credible; but if true, he is the only man in the realm who would have so exposed himself; and had the answer been left to me, I would have referred him to the late Emperor of France. The navy have been the only means of keeping the country in safety, and has raised her to that pre-eminence, so much spoken of in both Houses of Parliament, among the nations of the world; and the most subtle sophistry of argument cannot controvert *this truism*, that had it not been for the exertions of the British navy, not only herself, *but every other nation in Europe*, would have been engulphed in the vortex of the power of Napoleon; no coalition would then have rescued the world from slavery. It is possible that the weight may be made insupportable—the cord will stretch; but if a tension too great for the elastic power is applied, *it must break*. Do not try too far the patience of your officers. Do not drive from the country into a foreign service the officers of the navy, by not properly providing for them, or making invidious distinctions. The two services have worked together without jealousy, and all has gone on well. Let them then *be equally remunerated for their services.* There are many maritime powers who would be glad to receive the officers of the British naval service, that might be disgusted with the treatment they have received at home; who will cherish, and pour balm into the wounds inflicted by the neglect of their own country. May this be a warning to those who have it in their power to do justice; *let them cherish* the officers, and allow them at least the advantages which they have a right to claim, that of being placed on the same *permanent footing* as the same rank in the army enjoy; and let the wounded and worn out seaman be entitled to the same remuneration and care that is given to the soldier in the same situation: ours is a maritime country, that can be great, powerful, and flourishing, without an army; whilst without her seamen, who are continually augmenting her resources, she would be *poor indeed.* The system should be still farther developed; in fact, this is but the commencement of it: the excessive partiality to the army will be more fully shewn, by comparing the remuneration and pensions given for wounds, and long services, in the two situations; and will not require any further argument, to prove the neglect and contempt, with which the naval supporters of the nation, whether in peace or war, are treated. This might be easily remedied; *put a* PRINCE *of the* BLOOD *at the head of the navy*, as there is at the head of the army: the seaman's rights will then be attended to, and respected. What reason can be given against this measure? Sea Lords have been at the head of the Admiralty; and why not a Royal Sea Lord—a Royal Lord High Admiral as well as a Royal Field Marshal. The boasted augmentation of pay to the different officers in the navy, does not exceed a hundred thousand pounds per annum. What is the amount of sinecures and pensions given to the other branch of our power?

I am, Sir, your obedient servant,

Philo-Nauticus.

MR. EDITOR, *Walmer, Deal, September 12th, 1814.*

BEING desirous of correcting any error I may have been led into, I beg to transmit you the copy of a letter I found on my return home, from Lieutenant Watson, late of H.M.S. Harpy, relative to a mistake of Captain Bazely's, about that officer's having been the *first* on board LA PALLAS, which I have to request you will please to notice in such manner as you may judge proper, to obviate any further misunderstanding, as I should regret any mis-statement on my part being presented to the public, as much as I am confident my friend Captain Bazely will on hearing from Lieutenant W. the mistake he had made.

My motive in noticing that event was simply to prove, that instead of the two sloops only being *in sight*, as represented when La Pallas struck—

the Harpy in particular was sufficiently near to have sent a boat on board her, very soon after La Loire's.

I am, Sir, your obedient servant,

Sydney Horton

Captain R.N.

(COPY.)

DEAR SIR, *Liverpool, 5th September*, 1814.

I am particularly anxious to correct an error that appears in a note attached to your letter in the NAVAL CHRONICLE, fearing it may be the means of renewing so disagreeable a correspondence. It is therein stated, that I first boarded La Pallas, which was not actually the case, as the officer of La Loire was on board *just* before me. I think it must have been owing to my taking Captain Epion on board La Loire, as well as my having frequently said, *that I should have been* FIRST *on board, had I not yawd out of my course*, conceiving from a bustle abaft on board the Railleur, that there was a man overboard, combined with the length of time which has transpired since, without any communication with Captain Bazely on the subject—that could cause him to form such a conclusion. I have this day written Captain Bazely on the subject, and trust he will receive it before he leaves Cork.

Believe me, dear Sir, yours most truly,

To Captain Horton, R.N. James Watson.

TO THE RIGHT HON. LORD MELVILLE.

MY LORD, *July 20th*, 1814.

I DID myself the honour of addressing a letter to the Right Honourable the Earl of Liverpool,* on various subjects connected with the navy; and as I intend to notice some of these more particularly, I shall address myself to your Lordship, as being at the head of the naval administration.

As the addition to the half-pay of the commissioned officers in the navy has been promulgated, I shall confine myself in this letter to the consideration of that subject; and if I propose any thing differing from old opinions and arrangements, I trust I shall not appear to have deviated from the dictates of justice.

It was observed by the late Mr. Fox, in the House of Commons, when speaking of naval rewards, that the *sinecures* in the naval department did not amount to *eighty thousand* pounds per annum, whilst in the army they amounted to *eight hundred thousand.* No doubt that great statesman had good information on the subject on which he was speaking, and as I have no intention of mustering up the immense host of army sinecures, I shall take it for granted that his observation was just.*

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* See N. C. Vol. XXXI. p. 367.

You will allow, my Lord, that the odds is mighty in snug places, and therefore ought to be in some *little degree* counterbalanced. I do not mention the difference for the sake of invidious distinction; but merely the justice of naval claim to a suitable provision in old age, by the three last classes of commissioned officers.

The general sense of the country will no doubt allow, that, after a man has served his country *forty years*, and is still in the rank of post captains, commanders, or lieutenants, that he may be entitled to something more in his old age, than the highest half-pay allotted to any of these ranks. The difference between the half-pay of the senior post captains and the junior flag officers, is equal to the whole half-pay of the post captains under the first 250, or to 190*l.* per annum. This sum will do wonders, where domestic economy is, and must be strongly adhered to, if prudence be at all consulted. I by no means think that the half-pay of the junior flag-officers is in the smallest degree more than it ought to be; but the difference is mentioned, to shew, that there may be circumstances in the case of old officers which ought to be considered, founded on seniority of servitude.

It has been observed, if an officer has been forty years in the naval service, and is still in the list of post captains, commanders, or lieutenants, it is most probable, that three out of four, in this situation, have had no opportunity of adding any income to their half-pay, to provide for themselves and families in the decline of life. There being then a lack of sinecures in the navy (as mentioned by Mr. Fox), to make provision for such old, and most probably faithful, servants, this could be done by lists of *seniority* of servitude, fixing it at *forty years*, after the age of sixteen, the time of being on half-pay included as well as whole, after receiving the first commission.

According to this proposition, an officer must then be at the least fifty-six years of age before he could come on the list of seniority of servitude, and the greater part would probably be years older.

While the young officer in the army, or the marines, receives at once, what may be called in the hands of prudence, a comfortable subsistence from his country, and a comfortable situation, according as the service will admit on which he may be employed: the youth designed for a naval officer must generally suffer many deprivations, mortifications, and require the assistance of his relations for six years at the least, and often for a longer period, even in war, but more so in peace, before he can obtain a commission as lieutenant. Perhaps, if the time of servitude of all the lieutenants in the navy, prior to the receiving of their first commissions, were put together, it would be found to amount on the average to 9 or 10 years, at least prior to the middle of the late war.

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* The Editor at a future opportunity will do this marshalling those in the two services against each other; not for invidious purposes, but for the sake of elucidation.

When those men are far advanced in life, can their country hesitate in giving them a decent provision for their rank in life? Youth can better endure privations than old age. It cannot be doubted, my Lord, but the country would willingly assent to what his Majesty's ministers might think reasonable, in making a suitable provision for her old naval servants.

To attain this, if lists of *seniority of servitude* were formed of those in the three classes mentioned, who had served forty years after the age of sixteen, and been twenty years of that period commissioned officers, some such arrangement as the following might be adopted. Amongst the first 100 post captains on the list of seniority, those who should have served the period mentioned, to have 20*s*. per day; that is still five less than the youngest flag officers: of the next 150, so circumstanced, to have 18*s*. and all the remainder, of equal servitude, 16*s*. Of the first 100 commanders on the list of seniority, who should have served forty years, 15*s*. of the next 100 so circumstanced, 13*s*. and those remaining of equal servitude, 11*s*. Of the first 300 lieutenants on the list of seniority, 9*s*. of the next 300, 8*s*. the remainder, 7*s*. 6*d*.

Such an arrangement might not cost the country more annually, than two or three sinecures which could be named, and from which she derives no benefit; but she would derive great consolation in contemplating that she had added to the comforts of her aged defenders, who had not shrunk from her service in the day of extreme peril and doubt, nor in any manner disappointed her hopes.

At such an arrangement, seniority of commission might be offended, and make observations; but this can have nothing to do with the consideration of the country towards aged servitude; nor ought it to weigh a feather in the balance, as in the ultimate it would be to its own advantage in the day of age, if it should remain in the same list. The probable annual expense of such an arrangement could not be great. If there were found on the list of captains 150 who had been *forty years* in the service, from the age of sixteen, this number, at an increase of *five shillings* per day of half-pay, would amount to little more than 13,000*l*. per annum. If 200 on the list of commanders, at an increase of four shillings per day, this would amount to 14,600*l*. per annum; and if 400 lieutenants, at an increase of two shillings, this would amount to the last sum; making in the total 43,000*l*. per annum.

But it is probable, my Lord, that, instead of 750 officers, in the three lists mentioned, who have served 40 years from the age of sixteen, that the number may not be found 500, and that the increase would not exceed 30,000*l*. per annum, if it amounted to so much.

It has been observed, that the officers who would be included in this arrangement, would be at the least 56 years of age; but it may be supposed many of them would have attained to greater years, and therefore could not long enjoy what a grateful country had given to make their old age comfortable.

On the lists of seniority of servitude, no one ought to be included who holds any place under government, whatever its nature might be; or any officer who had long declined serving, and turned himself to other avocations. This would be a prostitution of the intention, which, in no manner, ought to be permitted, nor, my Lord, ought it to be permitted in the usual arrangement of half-pay. Some years since, I saw several names pointed out, high on the lieutenants list of seniority, who had long declined serving, and turned themselves to mercantile and other pursuits, in which they had acquired affluence. No one can blame them for the line they had chosen; neither can any one think it consistent with justice that they should deprive others of a portion of a half-pay, who have long faithfully served their country, and who have no other means of subsistence. The half-pay of some classes of officers can hardly be considered an *object* to a man in affluent circumstances; but if any so situated are to receive it, it ought to be in the lowest class, and ought in no manner to deprive an officer of a shilling per day half-pay, which must be in his domestic concerns of great consequence; while to men so circumstanced as those mentioned, only a trifle. All who have declined serving for *twenty* years, unless from wounds or infirmities contracted in the service of their country, can surely have no claim to share an increase of half-pay with those who have borne the burthen in the heat of the day, and hazarded their lives to the utmost, in the long and fearful war that is just closed. Few men, my Lord, will be inclined to doubt your inclination to benefit the service over which you preside, as far as all circumstances connected with the country will permit; but these circumstances generally, if not always, appear in a different light to different men; even to those in power, as well as to those who have favours to bestow, and to those who have claims to receive them. As lists of seniority of servitude may be considered a novel proposition, and perhaps impracticable in execution, because not hitherto adopted; it may not be unnecessary to shew more particularly the justice on which it would be founded.

The ease of the execution must be evident; it is as plain as the lists of seniority; and the justice on which it would be founded will be best understood, by supposing a case very common in the naval service. Let it then be supposed, that two youths enter the navy, of the same age; impressed with equal ardour of mind to shine in their profession; and possessed of equal abilities; one under the patronage of powerful family interest; the other under the friendship of an officer. After some years servitude, the latter loses his friend, and has to recommend himself anew; or his friend may want interest to serve him. The first is made lieutenant, after six years servitude, and is a post captain after being nine or ten years in the navy; is always employed; and by being promoted so early, probably makes at least some, if not a considerable, addition to his income, not from his pay, but by prize-money against the day of peace! The other may be eight or ten years before he is made a lieutenant; or, if sooner promoted, may never rise higher; or if he do, it may be late in life, and has never had any opportunity of making an addition to his income; while the other is a flag officer before he is forty years of age; and by the time he is fifty-six, may be in the receipt of seven or eight hundred pounds per annum of half-pay, besides as much more of prize-money. But without reckoning on the latter, the officer less fortunate, without any fault of his own, at the age of fifty-six, is in the receipt of 127, or 155, or of 182, or of an 190*l.* per annum half-pay, which does not place him in pecuniary respects on a footing with a middling tradesman; after having served his country, and been at her call for *forty years after the age of sixteen.* What has been supposed of two youths, is, my Lord, the exact case of numbers in the navy; and no one can more readily reckon upon the powerful influence of family and borough interest, than your Lordship, as you must have had many opportunities of remarking its rapid effects, and the wonders it has produced.

The participators of this beneficial influence in personal affairs, those who, by personal merit and favouring circumstances, have rapidly risen in their profession, could have no just cause of objection at the country opening a PORT OF HOPE to the aged and less fortunate, where they might repose their wearied limbs a few years before their departure; after many of disappointment, and suffering numberless privations in the service of their country. Allowing, then, my Lord, that lists of *seniority of servitude* for post captains, commanders, and lieutenants, were adopted, and that they cost the country 30,000*l.* per annum, and that the sinecures of the navy amount to 70,000*l.* per annum, though I have been puzzled to account for half this sum; still this would leave a balance to the army of *seven hundred thousand* pounds per annum of sinecures, according to the account of the late Mr. Fox. May the victorious sons of Britain on the land long enjoy these favours of their country; and may this country remember her naval defenders after forty years servitude.

I am, my Lord,
Your humble servant,

Arion.

MR. EDITOR, *6th September*, 1814.

WHILST the whole of the higher ranks of officers in H. M. navy have experienced the attention of the B. of A. to their interest, on the conclusion of a long, and at last gloriously successful war, surely it must be matter of national regret, as it will be of great injustice, if *nothing* is done towards ameliorating the hard fate of hundreds of young—and many of them friendless—midshipmen; who are now turned out into a world (with which they are in general so little acquainted) as into an unknown sea, with neither charts nor compass. It is certainly true that the number of naval officers have increased so much, but surely it is not *impossible* to provide for those who have claims on their country. If I mistake not, the Secretary of the Admiralty Board, when Mr. C. Forbes, made a motion respecting half-pay for the deserving midshipmen (from whom will arise future Nelsons, and defenders of our naval rights), Mr. Croker *then* distinctly stated, that, although gentlemen were anxious to do something for them, and their situation would soon receive the consideration of the B. of A. yet he could not *pledge* himself that any adequate provision would be made for them in the shape of half-pay. It is, therefore, I fear, scarcely to be expected that they will be provided for in the same liberal manner as officers of superior rank have been; but although all cannot be done that their situation require, and a liberal nation would wish to do, yet I trust the Board are aware, that *something ought* and *must* be done, if not adequate to their wants, yet in some degree proportioned to the provision made for those above them. To young men who have served as midshipmen or mates in the navy, for seven, eight, or nine years (and many have served longer), nothing can be so discouraging as peace taking place at the very moment the long expected reward of all their toils, the much wished for object of their ambition (a lieutenant's commission) seemed within their grasp!—Many, perhaps some hundreds, are now in this situation, without a chance of promotion, with no half-pay, and without a profession, or the means of subsistence; except going before the mast in trading vessels! Some few may be fortunate enough to get the situation of mate—very few that of master.

I think it will be very apparent, that young men who have walked the quarter-decks of British men of war for the length of time before mentioned, are entitled to something better than being forced to submit to such degradation, and to descend the ladder of fortune *so very far*; this should not be: let me respectfully, therefore, suggest to the Lords Commissioners, that *all* mates and midshipmen who have served above *ten* years, receive lieutenant's commissions, to which they are entitled from their length of service, if they have *passed*, and thus receive the half-pay allowed to the junior class of that rank, 4*s*. per day, I believe; let those who have served above *six* years, receive 3*s*. or 3*s*. 6*d*. per day; and those who have served above *three*, 3*s*. or 2*s*. 6*d*. These small additional sums will not add *very greatly* to the already heavily loaded shoulders of our *financier*; and I am certain honest John Bull will cheerfully pay a few taxes, *even* in time of peace, to support and preserve from want the *elevés* of a Nelson, a Howe, or a Duncan. By these means, and by employing a few extra midshipmen and mates in the men of war retained in commission, this deserving, although inferior class of officers and gentlemen, will be preserved to the service, and enabled *to live*, until the clarion trump of war is again sounded. Although no actual pledge to provide *for them* was given, I am confident their forlorn and destitute situation, if cast off entirely unprovided, must be so obvious to the Board, and the necessity of doing *something* so apparent, that I doubt not I shall soon have to congratulate my young friends on a scale of half-pay being published for their class, as well as that of their superiors. Could pensions be also granted, or some half-pay given to the warrant officers, such as quarter-masters, captains of tops, &c. it would certainly be a great means of preserving good men, whereon to raise a new navy when required; but at present I shall not urge this point, but leave it to their Lordships' consideration, who, I really think, have already done a great deal for the comfort of naval officers during peace. I wish only they would look as well after *Jonathan's* men of war and privateers, and not allow the English and Irish Channels *to be any longer blockaded.*

Nestor.

* * *

MR. EDITOR, *London*, 19*th September*, 1814.

I BELIEVE a list of ships cut off by their crews, or by Malay pirates, was inserted in the Naval Chronicle for 1806. The enclosed is a list of the same tenor, sent to me by Captain J. P. of Bombay, which contains some additions unto the former.

J. H.

List of Ships, whose Captains and Officers have been killed by Pirates or the Crew.

1782.— ———, Snow, Captain Cassan, at Queda. Captain and officers killed by the crew; vessel carried to Quedas.

1783.— ———, Snow, Captain Duggin, at Sinken. Pirates; captain saved; the chief mate killed; vessel escaped.

1784.—Floyer, Captain Baynes, coast of Pedir. All the Europeans killed; ship carried to Acheen.

1786.—Princess Royal, Captain Forrest, coast of Pedir. An attempt made to cut the ship off by the Murdoo people, failed.

1788.—Pegu, ketch, Captain Gomez, coast of Pedir. The vessel cut off; the captain protected by the people of Bouzon.

1789.—Belgioso, ——— ———, at Malawan. This ship was under Imperial colours; the ship was taken, captain and officers escaped.

1790.—Charlotte, Captain M'Donald, at Banca. Captain and officers escaped from the ship, but died miserably in the woods.

Bridget, Captain Jackson, at the coast of Pedir. At the time his vessel was cut off, Captain Jackson was on shore; his life was spared, after much altercation amongst themselves; the officers were killed, and the vessel carried away.

May, Captain Dickson, at Borneo. Captain and all the Europeans killed; ship taken by the pirates of Borneo Proper.

1791.—Leixlip, —— ——, at sea. Crew.

Generous Friend.—Captain Zunn, at sea. By Malay passengers, returning from pilgrimage to Mecca; the vessel was afterwards lost on the west coast of Sumatra.

1793.—Betsy, Captain Nelson, at sea. Crew. The captain and officers murdered, with many circumstances of aggravated cruelty; the vessel was afterwards picked up at sea, and brought to Bombay.

Ceres, Captain J. Wright, off Manila. Crew; some of whom were Frenchmen, run away with the ship, putting the captain and officers into a boat, in which they returned to Manila.

Mozettes, Captain Chalmers; and Dundee, Captain Hunter, at Malavan. The captains of both these ships were murdered in the most barbarous manner; the ships made prizes of and carried into Baree.

1795.—Transfer, Captain Sadler, at Borneo. The captain way-laid and murdered in a boat.

Druid, Captain Percy, coast of Pedir. The captain was killed on shore.

1796.— ———, Captain Duffin, at sea. Crew. An attempt made by the Manila seacunies happily prevented.

1798.—Neuport, Captain Burn, coast of Pedir. Crew; consisting of Malays; all the Europeans inhumanly murdered.

1800.—Ruby, Captain R. Pavin, at Sooloo. The captain killed on shore, the vessel escaped.

Grab Union, Captain Wellaw, coast of Pedir. All the Europeans killed.

Unicorn, Captain Langlands, at sea. After a severe conflict with his crew, composed of Javans, the Europeans got the better; 16 of the crew were killed; some of the Europeans died of their wounds.

1800. ———, Snow, Captain Johnstone, at sea. By the Manila seacunies; all the Europeans killed.

1801.—Mariane, Captain George, at sea. By the Manila seacunies; all the Europeans killed.

1802.—Ohroost, Captain Young, at sea. Captain killed by a Manila seacuny; officer spared to navigate the vessel.

1803. Margueritta, Captain Campbell, at sea. Captain killed by a Manila seacuny; vessel carried to Penay by the remainder of the crew.

1804.—Grab Swift, Captain Lauder, coast of Pedir. All the Europeans killed by the crew, composed of Javans.

Alert, —— ——, at sea. All the Europeans killed by the crew, part of whom were Arabs; the ship carried to Aden.

1805.—Nancy, Captain Youl; Shannon, Captain Babcock; and Trimmer, Captain Cumming; Gulf of Persia. The vessels taken, the captains escaped, after being ill treated and severely wounded; Captain Youl died in consequence; Babcock lost an arm.

Generous Friend, Captain Porter, China Seas. Captain and officers killed by some Manila seacunies, after the loss of the ship.

1806. ———, Snow, Captain Sheldrake, at Borneo. Captain and officers killed; vessel made a prize of.

1808.—Lottery, Captain Augier, coast of Pesin. Captain and officers killed; vessel made a prize of.

1809.—La Minerve, Captain Hopwood, Gulf of Persia. Captain and officers killed; the ship made a prize of; afterwards burnt by the English, at the taking of Ras el Kinia, in 1810.

1813.—Asia, Captain Stewart, at sea. Captain and officers murdered in the boats, after the ship had foundered, by the Manila seacunies, aided by a Malay and an Arab; one of the officers was preserved, to navigate the boats.

Governor Raffles, Captain R. King, at sea. Malay crew. Ship recovered by the Captain and Europeans, who turned the surviving mutineers adrift. Casualties among the former, 9 killed, 10 wounded, including captain and chief officer.

* * *

MR. EDITOR,

MR. PERON, the writer of a Voyage of Discovery, sent out to the Southern Hemisphere by Bonaparte, in 1800, under the direction of Captain Hamelin, says, (page 237, 15th chap. 1st vol.) speaking of the east end of Diemen's Land, that " Captain Flinders, in 1779, lengthened this coast near enough ; (query—whether he may not mean 1799, or 1797? this perhaps you may be able to determine) but, however, he made no alteration in the work of Furneaux,* and did not himself give any nautical or topographic particulars on the subject of this part of Diemen's Land." If Captain Flinders ever published an account of his labours at New Holland before the renewal of the war in 1803, I have never seen it or heard of it ; perhaps some of your readers may be obliging enough to satisfy my doubts on this point, for which I should feel myself thankful. I have been glad to understand from your biographical memoir of him, that Captain Flinders has his recent Voyage of Discovery in the Investigator ready for publication, and that naval men will soon be gratified by a sight of this long-expected work.

Observing a query from your correspondent IRON-GUN, upon the origin of the term *carronade*, applied to short cannon, I beg leave to surmise, that the first part of the word might be derived from the great foundery of cannon in the North, but from what the last syllable is taken I cannot conjecture; it is evidently a compound word; but as I am not versed in etymology, I will not hazard more ; perhaps the *Encyclopedia* may elucidate the point.

I offer these commentaries, not knowing whether they may prove acceptable or not; but at all events, as they are offered with good intent, there can be no harm done. I am, Sir, a constant reader,

J. E.

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MR. EDITOR,

IN my letter which appeared in the N. C. for June, the *Compositor* has made me say, " *revolutionary laws*,"† whereas the manuscript was " revolutionary *lava* : " this explanation of the mistake of a word in printing, will make the expression appear consistent and intelligible.

Your humble servant,

Tom Bowling.

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* In 1773.

† The Editor respectfully recommends to the above Correspondent, to bestow a little pains in rendering his writing more intelligible ; for, however valuable his communications may be, they are sometimes the terror of the Compositors.

HYDROGRAPHY, PILOTAGE, &c.

ASIA.

NOTICE SUR LES ILES RECEMMENT DECOUVERTES DANS LA MER GLACIALE.

AVANT de parler de la découverte de ces îles, il est à-propos de rappeler succinctement les anciens voyages, tentés à cette fin par les Russes dans la mer glaciale, et dont Miller nous a donné une ample description. Le premier voyage sur cette mer fut entrepris en 1646 par Ignatieff, marchand le ville de Mesen. Il partit de la rivière Kalima et dirigea sa course à l'est. Ce voyage est d'autant plus remarquable que, quoique les Russes bravassent alors pour la première fois les dangers d'une navigation pénible, le long de côtes inconnues et couvertes de glaçons, Ignatieff, fut excepté Shalaouroff celui, qui alla plus loin que l' on n'a été dans toutes les autres expéditions entreprises dans ces derniers tems; c'est à dire, qu'il parvint jusqu' à la baye de Chavunsk, ainsi appelée de la rivière de Shaun, qui s' y jette, et située à 200 milles à l'est de l'embouchure de la Kalima, entre le cap Chalatskay et le cap de sables, ainsi nommé en 1762 par Shalaouroff. Le cap de sables forme la pointe occidentale de la baye de Chavunsk, et il fut aperçu par le Capitaine Billings, à la distance de 30 milles, dans le tems que, doublant cette pointe, connue sous le nom de le pierre de Baranoff, il cherchoit à pénétrer plus avant vers l' est. Voyez le voyage de Saritchoff.

En 1648 le Cosaque Deshneff entreprit son voyage, dont la description originale fut trouvée en 1736 dans les archives de Iakoutzk* par Miller, pendant son séjour dans cette ville. Deshneff descendit la Kalima le 20 Juin, doubla le cap Shalatzky, passa par le détroit de Béring près du cap Choukozkoy, et arriva en Octobre au Kamtchatka.

Il existait parmi les habitans des côtes de la mer glaciale une tradition, que de sept barques (qu' on appelle en Siberie *Kotchi*) gouvernées par Deshneff, quatre avoient péri, et que les gens qui les montoient, s'étoient sauvés dans une île, située au Nord de la Kalima. Sur la foi de cette tradition le Cosaque Stadouhine, le même qui avoit élevé en 1644 l' *Ostrog* de Nijni-Kolimsk, entreprit en 1649 la découverte de cette île. Quoique son projet n'ait pas eu le plus grand succès, il réussit cependant à en rapporter plusieurs dents de morse, qu' il envoya aussitot à Iakoutzk.

En 1652 et en 1711, on fit vainement de nouvelles tentatives pour découvrir cette île. Il n' est pas douteux que le voyage du Cosaque Markoff en 1714, ne soit chimérique. On assure qu' il partit de la rivière Jana dans des *nartes* (espèce de traineau sibérien, traîné par des chiens), que son voyage dura sept jours, et qu' il s'en éloigna de 300 milles au N. sans avoir vu aucune terre. Dans cette direction et plus près du continent se trouvent les îles de Liahoff; ainsi son rapport est denué de toute vraisemblance. Enfin le Iakout Amossoff fit courir le bruit qu' il avoit découverte la côte en 1723. Mais Miller ayant fait connaissance avec lui pendant son séjour à Iakoutzk, finit d'après les détails qu' il lui demanda, par ne rien croire de tout ce qu' Amossoff lui dit.

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* IAKOUTSK, pronounced as if written in English "Yakootzk."—(HYDR. B. C.)

On a fait depuis bien d'autres tentatives dans la mer glaciale, mais en pure perte; et il n' est pas surprenant que toutes ces expéditions aient été infructueuses, vu les difficultés inséparables de pareils voyages sur la mer glaciale pendant l' hiver et l'été, surtout dans ces tems-là.

Enfin un certain Iakouth, nommé Etirikan, natif d'Oustiansk, découvrit en 1760 une île vers le N. à la distance d'environ 30 milles du cap Sviatoî, ou saint. Liahoff, marchand Sibérien et homme très entreprenant ne fut pas plutot instruit de cette découverte, qu' il alla reconnoître cette île; et il y trouva une si grande quantité de renards et de dents de morse, qu' il résolut de s'approprier à lui seul tout le profit de ce commerce avantageux, et qu' en conséquence il demanda au gouvernement le droit exclusif de transporter les dites marchandises en Sibérie; ce qui lui fut accordé par le Général Gouverneur de ce tems là, et confirmé par ses successeurs.

Liahoff découvrit aussi en 1774 et 1775 deux autres îles: une petite, située à peu de distance de la pointe septentrionale de la première, et une autre plus grande, à la distance d'environ 100 milles, précisément au N. de la premiere. Cette île fut appelée *Kotelnoy*, d'un chaudron de cuivre qu' on y avoit trouvé. Ces trois îles sont connues maintenant sous le nom d' îles de Liahoff. Mais pour perpétuer la mémoire du Iakout Etirikan, il faudrait donner son nom à l'île qu' il a découverte; celui de Liahoff à la grande île du chaudron, et appeler la dernière, *petite île*. C'est sous ce nom que cette dernière est marquée sur la carte de Mr. Hedenstrom et dont je parlerai bientôt. On peut trouver beaucoup de détails sur ces trois îles dans le tome 1 de nouvelles relations de M. Pallas sur le Nord.

Après la mort de Liahoff, ces trois îles tomberent en partage au marchand Sizovatzkoy. Le commerce des dents de morses engagea ce dernier à porter plus loin ses recherches; il devina, ou eut peut-être avis, qu' à l' Est ou à l' Ouest de la grande île de Liahoff, il devoit y en avoir encore d'autres. En effet, le marchand Sannikoff, un de ses commis, découvrit une île, dont la grande élévation lui fit donner le nom de Stolbovoï, ou île colonne. Elle est située entre la *petite île* et celle de Liahoff; mais plus à l' Ouest. Quelque tems après, savoir en 1805, le même Sannikoff fut envoyé à des découvertes par les fils de Sirovatzky et son entreprise eut un heureux succès. Il trouva à l'Est de l' île de Liahoff ou du chaudron, une grande île, nommée Phadéef, du nom d' un certain marchand, qui le premier y établit une retraite pour l' hiver; mais en mémoire de Sannikof, à qui nous sommes redevables des découvertes le plus importantes dans ces parages, je donnerai son nom à cette île. L' année suivante Sannikof découvrit encore une île à l' est de celle découverte en 1805, et plus grande que la première. Mr. Hedenstrom l' appela en 1809, nouvelle Sibérie. Sannikof assura qu' il avait encore vu beaucoup de terres du côte du N. et N.O. Mais comme il n' y avait pas abordé, il pourrait se faire, qu' il ait pris des glaçons pour des terres, quoiqu' il prétend avoir distinctement observé, que la terre qu' il avait vue, étoit separée par la mer de celle où il se trouvait.

En 1808 une dernière île de cet *archipel** fut découverte par le marchand Bielkof. Elle est située à l' Ouest de l' île de Sannikof, mais elle est plus petite.

Les rélations de toutes ces nouvelles découvertes ayant été envoyées à St. Pétersburg et trouvées très peu satisfaisantes ; le Chancelier de l'Empire, le Comte Nicolas *Petrovitch* de Romanzoff, connû par son desir ardent pour le propagation des sciences et de tout ce qui tend au bien de sa patrie, ayant depuis long tems à cœur de pouvoir obtenir quelques eclaircissemens nouveaux et directs sur les decouvertes, avoit été sans cesse traversé dans le projèt, et avoit trouvè des obstacles qu' il n'avoit pas dependu de lui de lever ; lorsque le hasard presenta à son zele infatigable une circonstance dont il se saisit avec chaleur ; il aprit que la loi venoit de frapper par un exile en Siberie un delit du Sieur Hauquel il avoit aperçu de l'esprit, quelques lumiéres, et surtout un caractere tres entreprenant ; le Chancelier sollicita l'Empereur et obtint de ce monarque la permission de proposer à cet exile de se charger du péril et des fatigues sans nombre attachés à verifier, à travers glaces, par un voyage sur les lieux, ces decouvertes, et lui promit pour recompense au nom de sa Majeste l' oubli complet du passé, sa réintregation dans la société á son retour à sa premiere existence civile: Monsieur H. accepta avec enthousiasme cette proposition ; et son voyage fut heureusement terminé en 1809 et 1810. Nous devons donc la plus vive reconnoissance à Monsieur le Chancelier, pour avoir si bien sû se prévaloir d' un accident funeste, en le tournant vers un objet d' une utilité si grande ; et il a sauvé en même tems un homme, qui avoit été criminel *sans dessein prémeditè et par pure imprudence.*

L'existence de ces îles ne serait presque connue, sans le voyage de Hedenstrom, car quel fond pourrait on faire de rapports particuliers faits par des marchands, sur des objets aussi importans que le sont les découvertes géographiques ? J'avoue, que doutant encore de l' authenticité de ces dernières découvertes, quoique elles aient été annoncées dans nos gazettes depuis le retour de Mr. Hedenstrom, je n' ai pas voulu les insérer dans la première édition de ma carte générale, avant que je n'eusse reçu par le canal du Chancelier de l'Empire les rapports et les cartes de ce voyageur.

Il est à regretter seulement que M. Hedenstrom n' ait pas eu avec lui un homme capable de faire des observations astronomiques, car l'arpenteur dont il était accompagné, n' ayant pour instruments qu' un astrolabe et une boussole, ne pouvait déterminer au juste, ni la longitude et latitude de ces îles ; ni leur situation réciproque, ni leur distance du cap Sviatoy ; ce qui rend sa carte défectueuse. D'ailleurs Mr. Hedenstrom rapporte qu' il a fait une description détaillée d' une partie de la côte de la mer glaciale, depuis l' embouchure de la Jana jusqu' à celle de Kalima. Son travail peut sans contredit être de quelque utilité et servir de complement à la description qu' a faite de ces mêmes îles en 1738 et 1739 le Lieutenant Laptief.

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* Archipel.—Archipelago, (that is to say, Ægean, or holy sea), is surely an improper, although fashionable term, to describe a mult-insular group in the arctic ocean.—(Hydrographer 𝔐. 𝔆.)

On doit regretter de même que dans ses deux voyages Mr. Hedenstrom n' ait visité la nouvelle Sibérie et les îles situées à l' O. que pendant l'hiver, tems où il ne pouvait voir que neiges et glaces. Quant à son premièr voyage, entrepris au mois de Mars 1809 et qui dura 36 jours, en comptant depuis son départ d' Oustiansk jusqu' à son retour au même endroit, Mr. Hedenstrom n' y parle que de la reconnoissance qu' il a faite d' une étendue de 250 *verstes** de la nouvelle Sibérie, sans expliquer de quelle manière elle a été exécuté, ajoutant que les frères Sirovatzkoy en avoient vu seulement l' étendue de 65 verstes, et non de 300, comme ils l'ont prétendu.

Il en est de même de son second voyage, fait aussi pendant l'hiver, et dont il ne pouvait pour cette raison rien dire de bien important. Il parvint cette fois-ci jusqu' à l' extrémité orientale, appelée le cap *Kamenoï*, d'où la côte prend une direction N. O. Le marchand Sannikof, qui avait passé tout l' été de 1809 à la Nouvelle Sibérie, dit dans son rapport, que pendant cette saison on n' y voyait aucune trace de verdure, et que dans le grand nombre de rivieres, dont le pays est arrosé, on n' y trouvait qu' une seule espèce de petits poissons. Je ne puis porter aucun jugement sur ce que M. Hedenstrom à observé relativement à l' histoire naturelle. Les choses nouvelles, qu' il rapporte, en les supposant incontestables, excitent la curiosité.

En 1811, ces îles furent de nouveau reconnues par ordre du gouvernement; mais nous en ignorons encore le résultat. Je crains seulement que la géographie surtout n' y gagne rien ; car dans la Sibérie où trouver d' habiles observateurs, et qui est plus, de bons instrumens ? Il me parait invraisemblable, qu' il y ait des terres au N. de la Kalima, quoiqu' on soit depuis long tems dans cette persuasion en Sibérie. Dans les 18me et 19me siècles avait fait vainement, comme je l' ai déjà dit, plusieurs tentatives pour les découvrir ; enfin le Sergent Andreef répandit en 1761 le bruit de les avoir découvertes, et de leur avoir donné le nom de *Tikitchen*, ainsi qu' aux habitans, partie Russes et partie d'origine Chousky, celui de *Chrahay*. Quoique cette prétendue découverte ait été confirmée par Daourkin et Kobelef, deux compagnons de Billings, on ne peut cependant y ajouter foi ; car comment Hedenstrom ne l'aurait-il pas faite, lui qui, dans le dessein de la vérifier, parcourut 245 verstes dans la direction N. E. de la rivière de Kalima ? D'ailleurs Mr. Hedenstrom croit à l' existence de ces terres, et il pense qu' elles doivent être un prolongement des côtes de l' Amerique. C' est l' idée de Mr. Pallas, ou même de Mr. Miller.

Comme nous ignorons entièrement la situation géographique de la nouvelle Sibérie, ainsi que celle des îles à l' O. de ces terres, et leurs limites au N. et à l' E. il serait opportun d' y envoyer un habile officier de marine, qui serait pourvu d' un bon chronomètre et d'un sextant pour en déterminer la vraie longitude et latitude. Cela est d' autant plus indispensable, que jusqu' à présent on ignore la vraie latitude du cap Sviatoy et de l'embouchure de la Jana, dont la différence sur les cartes est de presque un degré et demi.* Cette différence est d'autant plus frappante, que de nos jours l'exactitude des astronomes est telle qu' ils sont mécontens de leur observation, s' ils ne peuvent déterminer la vraie latitude jusqu' à 15 ou même jusqu' à 10″, car, en fesant des observations sur terre avec un bon sextant, on peut facilement parvenir jusqu' à cette précision.

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* VERST.—A russian itinerary measure ; 104=1°. (HYDR. 𝔇.ℭ.)

L'officier serait accompagné d'un naturaliste, et s'ils pouvaient rester un été entier dans ces îles, on pourrait s'attendre à d'utiles observations. Cette commission remplie, l'officier entreprendrait encore un voyage depuis l'embouchure de la Kalima au N. et on verrait alors, si les terres, qu' Andréef pretend avoir découvertes, existent dans la réalité.

Je ne puis m'empêcher à cette occasion d'observer que les côtes de la mer glaciale sont marquées sur les cartes avec beaucoup d'inéxactitude; ce qui n'est pas étonnant, vû que depuis le cap Kanin jusqu' au cap Nord, sur une étendue de 140° en longitude, il n'y a aucun cap, dont on ait par des observations astronomiques la longitude et la latitude, ainsi que la véritable position des embouchures de toutes les rivières qui se jettent dans la mer glaciale. J'ai déjà parlé de la position inexacte du cap Sviatoï, dont la latitude diffère d'un degré et demi. Si par exemple on confronte deux cartes les plus récentes et les meilleures, où se trouvent marquées les côtes de la mer glaciale, savoir la carte de l'Amiral Saritchef dans l'Atlas de son voyage, et les cartes des découvertes des Russes, publiées en 1802, par le Dépôt des cartes, on verrait la différence qui se trouve entre elles, quoique sans doute les redacteurs aient eu les meilleurs matériaux. Par exemple Le cap Shalatzkoy sur la carte de l'Amiral Saritchef est sous le 70° 27′ de latitude et sous le 172° 45′ de longitude du méridien de Greenwich; et sur la carte du Dépôt sous le 70° 50′ et 177° 15′.

En outre le cap Shalatzkoy n'est pas sur cette carte le plus septentrional, car il en existe un autre de deux degrés à l'O. et plus avancé au N. de 10 minutes de sorte que la difference entres les deux caps les plus avancés au N. sur ces côtes, est d'un degré de latitude : à dire vrai, la latitude de l'embouchure de Kalima a été fixée par les observations faites pendant l'expedition du Capitaine Billings, mais non la longitude. Cinquante ans avant cette expédition, d'après les circonstances de ces tems là, le gouvernement avoit fait tout son possible pour se procurer des renseignemens certains sur la situation des côtes de la mer glaciale. Depuis l'année 1732 jusqu' en 1742, toute la côte depuis Archangel jusqu' à la Kalima fut levée jusqu' au moindre détail par les officiers de la marine. On trouve les journaux de ces voyages à l'Amirauté. Dans la suite le Département scientifique ayant été établi par l'Amiral Chichagof, alors Ministre de la marine, on commença à faire des extraits de ces journaux pour faciliter les moyens d' en tirer des cartes à celui qui voudrait s' en occuper; mais on n' en a encore rien publié.

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* La carte de l' Amiral Saritchef met ce cap sous le 71° degré, tandisque d' autres le placent sous 72° 31′. M. Hedenstrom soutient qu' il a trouvé le milieu entre ces deux points; mais il ne faut pas oublier, qu' il n' avait pas d' assez bon instruments pour rectifier de pareils observations. Je me flatte qu' on ne me taxera pas d' injustice envers lui, ni envers l'aprenteur son collègue, si je crois encore moin aux longitudes, qu' ils ont déterminées.

Tant pour la géographie que pour la gloire scientifique de la Russie, il faudrait, à mon avis, déterminer astronomiquement les différens caps des côtes de la mer glaciale, et les embouchures des rivières qui s' y jettent. Ces observations demandent fort peu d' instrumens; chaque observateur n' aurait besoin que d' un sextant, d' un chronomètre et d' un télescope acromatique de deux pieds. En déterminant ainsi les points principaux, on pourrait, avec la description déjà existante, aisément dresser une carte exacte de la mer glaciale. Voilà ce qui manque jusqu' à cette heure pour rendre complette la carte de l' empire de Russie, fondée sur des observations astronomiques, que nous attendons; puisqu' on sait que M. Vichuevsky, astronome de l' Académie Impériale des Sciences, s' occupe depuis quelques années à déterminer de cette manière la position des endroits principaux de la Russie.

3 *May*, 1813.

J Krusenstern

AMERICA.

ST. ANDREA.

THE Island of St. Andrea, (or St. Andrews,) is situated on the Spanish-Main in latitude 12° 32′ N. and in longitude 80° 55′ W. lying nearly S. of Old Providence, and distant from it about seventeen leagues. The anchorage place for ships of war is on the S. Western side, and lies open to winds from that quarter, and from the west; which, however, the inhabitants say are but seldom known to blow there. The extent of the ground for anchoring on is narrow to sea-ward, but runs the whole line of coast to the southern extreme, therefore it is necessary for vessels to stand well in toward the shore, before their anchors are let go, otherwise, as may be supposed, they will be liable to drag off the bank, which suddenly deepens from 11 fathoms to 80 and 90; the wind, too, frequently blowing from the N. E. off the land in strong gusts, sometimes attended with thick weather, and heavy squalls of rain, renders it likewise particularly necessary that care should be taken in selecting a proper berth; to accomplish which attention should be paid to the following directions.—At the sea-side near the head of the bay, there is situated a small hut, with a conspicuous group of cocoa-nut trees on its northern side; this, brought to bear S. E. b. E. is a good leading mark in, and the anchor may be let go when the vessel has run a proper distance on the bank, which will be known when she comes into 7 fathoms, with a clear sandy bottom; the water being perfectly transparent, every thing below can be plainly distinguished. This will be found the most convenient and I believe the only eligible situation towards the upper part of the bay, as it is no great distance from the landing place, and is entirely free from rocks in a direction with the hut, and having from 11 to 10, 8, 7 and 5 fathoms water. The whole of the shore is composed of sharp coral rocks, but is bold and

vessels may stand close in when working up from the south point, at the same time prudence points that the hand-lead should be kept going. At the N. E corner of the bay, there is a small cove trending in an easterly direction about ¼ mile, having from 8 to 10 feet water at its entrance, and sholing gradually towards its head, where it terminates in a morass overgrown with the white, black, and red mangrove[*] trees: the bottom is composed of soft black mud, with scattered coral rocks: abundance of large fish resort here which are taken with spears, and sometimes by hand. The entrance to this inlet is narrow, and the whole space, like the external shore is bounded with sharp honey-combed coral; in the cavities of which fresh water sometimes may be procured; but it is attended with so much difficulty and found in such little quantity that it is not worth the risk. Two or three hundred yards from the landing place which lies on the north side of the cove, and a little to the right of the path there is a well, but it was dry during our stay, and I was informed that water was only to be found in it during the rainy season; the nearest spring lies to the eastward of the north point of the island, but the distance is too great to admit ships' boats being employed in that service, as there is generally a considerable swell running along the shore, after the sea breeze sets in. Small horned cattle, good enough sheep, goats, poultry, very good yams and plantains, are to be procured at a reasonable price from the inhabitants; abundance of *poupers*, *snappers*, *Callu-pora*[*] (famous for its roe) jacks, bone fish (or spanish salmon), rock, and june fishes are to be caught with hook and line. The negros here are most expert fishermen; they fix on a particular rock in deep water as the spot for their morning's sport, depositing on it, over night, a large ground-bait of cartilage with a line and buoy fastened to it; this in the course of the night, as experience has proved, attracts numbers of the finny tribes, and is found to divert them until twilight makes, when the fishermen attend, catching as many as they have occasion for. Limes, lemons, and oranges are in great plenty, with a variety of other fruit. Fire wood with serviceable brooms may be cut, near the beach of a small sandy bay, round the second point to the northward. The land over the anchorage is high, gradually sloping to the southward, and can be seen in clear weather 6 or 7 leagues off, it may easily be distinguished by two remarkable cocoa-nut-trees on the summit of the highest hill, that may be depended on as a sure guide to this anchorage, which the inhabitants have denominated the cove, probably from the one situated at its head, the south point is low, and bushy nearly up to the cove, the central rising land only appears to be cultivated. In making the land from the S. E. the principal town and anchorage for trading vessels, will be seen close to the beach, under a small mount; to windward of it will be observed some houses on the summit of the high land, and several scattered along the beach towards the southern point. The tides are inconsiderable and irregular, principally influenced by the winds; we found it ebb and flow about a foot within the cove. At some little distance in the offing the current runs strong to W. S. W. and any vessel getting leewardly of the island will find much difficulty in reaching it: as a proof H. M. B. Wolf had occasion whilst lying here, to slip her cable in order to give chase to a French privateer that had taken the brig for a merchantman, but on discovering the mistake she bore up and steered large for the Corn islands lying about W. S. W. of St. Andrea, and from her superior sailing was out of sight in four hours; the brig then hauled to the wind on the starboard tack, to return to her anchorage, but which she did not regain until a week afterwards although plying with all possible sail. An old experienced pilot belonging to the island, who was on board at the time, remarked that he always could tell when he was to the westward of St. Andrea from the flight of the birds, as they are seldom seen to the eastward out of sight of land, and when they be, are flying to the westward. Upon consideration this observation seems to be a natural conclusion, as the sea to the southward and to the eastward of St. Andrea towards the main is entirely free from land or shoals, whereas to the northward and to the westward there are many islots and numerous shoals, banks, and rocks with the continent at no great distance westward; therefore it may be presumed that the oceanic birds which are hatched on the main shore to the south and to the east, wandering in search of food beyond a certain limit from the shore, find it difficult to rejoin their native resting place from the prevalency of the trade-wind, which some distance off shore blows during the night as well as the day; they therefore look for shelter, and perhaps are led by instinct to seek their food to the westward, where it is doubtless to be found in greater plenty: the strong breezes accelerating their course. The small land-birds which are sometimes seen, very likely unable to resist the pressure of the boisterous sea-breezes, may be impelled to the west without a possibility of returning. To the northward and westward of St. Andrea the aquatic birds are observed flying from one island to another, and hovering over the shoals; but it must be obvious, that as the distances are not great, opportunities are afforded them of resting, and again pursuing their flights, with or against the direction of the wind: whether those birds which have been driven to the westward attempt to return from whence they come by skirting along the shores of the main, or whether they get satisfied with their change I cannot pretend to determine, nor is it a matter of any consequence; the only importance attached to the old pilot's remark is, to determine the probability of its being founded on fact, and this I readily believe not only from my own observations, but from the authority of others; it ought, therefore, to be esteemed as a guide to vessels frequenting these islands (around which the currents are strong, and in some parts, variable and uncertain) that may not be provided with a time-keeper, or the means of obtaining their true longitude by lunar observation. There are three dangerous rocks high out of water, lying S. S. W. of this island; the Wolf was nearly wrecked on them at night when standing over from the Orange Kays * to St. Andrea, I was told that similar dangers are to the E. S. E. of the island: St. Andrea was in the possession of the Spaniards when we visited it in 1807.

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[*] MANGROVE.—The wood is of much more value to our naval service than is generally known, and therefore ought to become a suject of consideration. The very peculiar growth of these trees is such, that ready formed boat-knees may always be procured from them in any quantity, which doubtless if attended to by the commanders of ships, would not only lessen the labor of ships' carpenters (in general pretty constant) and be a saving of time, but would supersede the necessity there generally appears to be, of using the fire-wood, as a substitute for a more proper material in the making of boat's knees. These singular trees are found in great abundance every where within the tropics, spreading over swampy lands, and are sometimes found skirting the sea-shores, particularly on the main; the branches shoot out in all directions, crossing, and twining around each other, forming numerous elbows, and thus becoming so well suited for the before mentioned purpose; the wood is durable, extremely close grained, and almost as hard as iron-wood although not near so heavy. The red mangrove has large smooth oval leaves, the white and black smaller pointed ones, the wood is likewise excellent in forming looms for oars, boat's timbers, &c. See N. C. xxxii, 227.

[†] CALLA-PORA.—When officers or other voyagers give an account of the natural productions of the places they visit, it would be desirable to have the denominations given either in the vernacular language, or in that of science, or in both, in addition to, or correction of, the trite or popular names affixed unto them by sailors. (HYDROGRAPHER, N. C.)

J. E.

ON OUR MARITIME RIGHTS AND THE AMERICAN QUESTION.

BY THE EDITOR.

(Continued from page 232)

THERE cannot be a doubt, now that the military power of France is overthrown, that the next great object of the continental powers will be, to reduce the power exercised by this country on the ocean. No sooner had intelligence arrived in Europe of the destruction of the public edifices at Washington, than the public journals of Germany and France reprobated our conduct as being incompatible with the practice of civilized nations, and drew comparisons between our mode of warfare in America, and that formerly waged by the barbarians who ravaged Greece and Italy! The French papers, being enslaved by a censor, speak only what they are permitted, and they held out encouragement to the Americans to persevere, observing that excessive cruelty disgusts more than it appals, and gives rise

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* ORANGE-KAYS.—See page 226. In ESQUEMELING'S *History of the Bucaneers of America,* is the following explanation of the local term *kay*:—" These are small sandy islands, appearing a little above the surface of the water, with only a few bushes or weeds upon them, but abound (those most at a distance from the main), with turtle, amphibious animals that always choose the quietest and most unfrequented place for laying their eggs, which are to a vast number in the seasons, and would seldom be seen, but for this, except by pirates."—(HYDR. 𝔄. 𝔈.)

to such powerful feelings of resentment, as frequently enables the oppressed to triumph over the oppressor. Subsequently some other enslaved prints advocated the right of a victor to destroy *all public edifices and property.* The argument was baseless, as the sentiment was inhuman, and made our case appear even worse than the original attack. The barbarians who burnt the library of Alexandria, or who made mortar of the finest works of Phidias, according to this detestable doctrine, acted on principles perfectly just. The execration of mankind brands the principle with disgrace, and has consigned the memory of the perpetrators to deathless infamy. There is only one ground on which the destruction of the public edifices and of the national archives at Washington can be justified; namely, as a *retaliation* for similar outrages practised by the Americans upon the public edifices belonging to Great Britain. If it were supposed that the destruction of the capital would intimidate the Americans, the result seems likely to prove the fallacy of any such dependence. The French journals have openly avowed that it is not the interest of France that America should ever again be brought under the dominion of Great Britain.* We are already fully arrived at that extent of power which Mr. Burke foresaw with alarm;† and this harsh proceeding against the infant metropolis of America, has occurred at the precise moment when its effects were peculiarly liable to increase the envy, hatred, and dread which our immense naval power had already excited: namely, just previous to the assembling of a General Congress at Vienna. It has recently been intimated in the foreign journals, that one of the acts of this Congress will be to new model the present defective code of public law, and form a new one better adapted to the protection of the weaker states. Our leading prints affected to feel violently alarmed, and ranted about our nailing the flag to the mast, and going down with our colours flying, rather than renounce an iota of pretensions. Ridiculous affectation! What pretensions ought we to advance that will not bear investigation. If we have made any that are not founded on the clearest principles of justice, let us at once renounce them. The *impressment* of foreign seamen—of British seamen in foreign ports—the system of coast-blockades; the sale of licenses to enemy's ships laden with British produce or manufactured goods, allowing them to break those blockades, should be abandoned: the proceedings in our prize-courts reformed, and the enormous costs curtailed; neutral vessels sent into our ports, should be exempted from light and harbour duties; and new provisions made to prevent excessive and extortionate charges at the out-ports, where the most shameful practices have prevailed. If private ships of war should be tolerated in future to cruise within the narrow seas, greater securities should be demanded, to prevent a recurrence of the piratical practices which recently prevailed in a port not far from Plymouth, where a nest of land-sharks fitted out privateers to seize neutral vessels of any kind, whatever their lading or destination; and, availing themselves of the terror inspired by proctor's bills of costs, and out-port expenses, and the fear of losing a market, used to submit to pay a *ransom*, under the guise of a compromise, by which practice the owners of those vessels, without having obtained condemnation of ship or merchandise, are reported to have made considerable fortunes! The whole system of false papers and false oaths ought to be abolished, and British merchants forbade to navigate any ships having British registers under the flag of any other nation, under penalty of a criminal prosecution, exclusive of the forfeiture of the ship; this rule should be adopted by every maritime state, by which means the credit of maritime neutrality would be restored, and a frightful mass of perjury, fraud, and forgery, would be done away.

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* The reduction of America would cause such an addition to our military power, as would probably lead to the overthrow of our constitution, and the establishment of a military government in its stead. An increase of eight millions of such subjects as America would supply, would make us mistress of the world. There is not a power in Europe whose interest it is not to keep America independent of Great Britain. So vast is our power and resources, that we are already an object of dread to the greatest nations in the world.

† See the quotation from his work, p. 232.

By the present practice of the Admiralty Courts, the perjured wretch who has neither principle nor credit, but who basely prostitutes his name for hire, no matter how frequently convicted of perjury, is permitted again and again to rear his guilty head as a claimant, and in all the essentials of a neutral merchant, stands upon a footing with the most respectable! By this toleration of guilt, the current of prize-property has changed its course, and for the last twenty years has enriched prize-court judges, advocates, proctors, and prize-agents; leaving to the naval captors little more than disappointed hopes, and, too often, ruined fortunes. The wealth that the lawyers have acquired by these impure sources is incalculable. Our officers were compelled by their instructions to capture wherever they saw reason for suspicion; the cause was prosecuted at their own risk; they had not the privilege to choose their own proctor, but were liable to be ruined by his want of honesty or capacity. It is time that these gross abuses were done away; the neutral relieved; and the royal navy restored to its legitimate interest in all cases of capture.

For centuries past,* England has been in the habit of arresting and seizing her seamen in time of war, when found on board of foreign ships. Subsequent to the Independence of America, this right has frequently been abused, and *American* seamen been pressed by our ships of war. This is what the Americans have complained of: they say that when our ships of war stop a merchantman on the ocean, neither admiral nor captain dares to break bulk, or touch a bale of goods, till the property has been legally decided upon; but even a boy, clothed in a midshipman's uniform, is competent to pronounce that a native American is a British-born subject; to seize his person, remove him from his employ, and subject him to the lash as a British sailor; transport him to sickly climates, and force him to fight for a cause he may abhor; and this without appeal, the midshipman assuming in his own person all the functions of judge, jury, and witness. This serious allegation has never been repelled; and the American population considered it as an evil worth any sacrifice for deliverance. The American seamen feel it is for their sakes that the shores of their native country are invaded, and its capital burned; and their conduct in battle shews they are sensible of what they owe to their country, and ready to pay it with their lives.

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* The first public document authorizing our ships of war to search *ships of war* belonging to foreign powers, was issued by the Earl of Northumberland, then Lord High Admiral, and addressed to Sir John Pennington, dated the 4th April, 1640. This document required our admiral to search *any* ships, either at sea, or in *any* roadstead, and to search for and take thereout any seamen, gunners, pilots, or mariners.— RUSHWORTH's *Collection*.

Our writers, on the other hand, recriminate, by asserting that the Americans have decoyed our seamen from their allegiance, and attempted to protect them by false and simulated certificates. No doubt but the Americans have done these things, most probably at the instigation of our sailors themselves: but what can be said in favour of a country that for the sake of a contaminated traffic with the enemy, have connived at their merchants abandoning their legal colours, and putting their vessels under the flag of the United States, although for this purpose they were forced to employ degraded wretches to forge the great seal of America, the signature of the President, and also to forge certificates of citizenship to convert *British sailors* into Americans, in order that they might navigate British ships as Americans, and under this disguise enter the enemy's ports, and carry on an infamous commerce with the foe! This practice prevailed to a very great extent, and many thousands of our very best seamen have been thus *denationalized* by their own country, and transferred with British-made certificates in their hands, to the American marine! Complete sets of forged papers, with certificates for twenty seamen, were to be purchased for a *few guineas!* It may be supposed that these practices were carried on in privacy, and unknown to the government: no such thing.* Ministers knew of, and yet permitted those degrading transactions; and probably some of those seamen who were thus transferred by British avarice, have since fought under the American flag, for "*sailor's rights and a free trade.*" Were these men to be captured, with what face could any British tribunal deal with them as traitors? The collision of interests on that delicate and important question might have rendered the restoration of peace extremely difficult, if America had not passed a formal law, prohibiting *foreign seamen* from serving in their ships of war or commerce. As long as this law remains in force, this country might suspend the practice of impressment, without renouncing the right. The right of search, and of blockade, and the seizure of contraband of war, America allows and exercises: hence any two sensible men might arrange our dispute with America in a few hours time, and restore those friendly relations of peace and commerce that are so essential to the prosperity of either country.

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* The Editor in 1807 had several interviews with the late Mr. Perceval on this subject, and a correspondence with him, which he will give in the succeeding numbers of this work.

Poetry.

SONNET TO THE PETEREL.*

BIRD of the Storm—for ever hovering nigh!
But *most* when tempests shake the watery plain,
Child of each clime in Neptune's boundless reign,
The burning tropic, and the polar sky—
Following thy mazes oft through liquid space,
Wondering I ask, what power upholds thy flight,
What—through the untrack'd ether, guides thy sight?
And where, when wearied, is thy resting place?
As though (vain thought), that *He* who made me *man*,
And in my ample bosom pour'd a *soul;*
Had not perfected his creative plan,
And breath'd his spirit through the mighty whole;
And to thee, wanderer o'er the troubled tide,
Powers, suited to thy state, with bounteous hand supplied.

Avon.

* * *

TO THE AUTHOR OF THE LINES IN THE LAST NUMBER, ENTITLED,

"*Le Trident de Neptune est le Sceptre du Monde.*"

CAN the laurels our navy have won on the ocean
Confer on these isles the *command* of the world?
Some *foe* to our greatness gave rise to the notion,
That for sway universal our flag is unfurl'd.
What folly to urge that the right is from reason,
To engross the wide waters, and rule o'er the main!
Against God and man, the claim is foul treason,
That to flatter our pride, all mankind must be slaves!

If we claim o'er the ocean the right of dominion,
All nations will hate us—our ruin ensue:
We shall fall as France fell—by the force of opinion—
And shrink into slaves 'midst an empire *perdu.*†

B.

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* Called also from his general habitudes the Storm-Finch. This bird is seen through the whole extent of the ocean, from one pole to the other, particularly in tempestuous weather.—Sailors term the whole species, "*Mother Carey's Chickens.*"

† As the writer of the lines alluded to thought proper to precede his lines by a *French motto*, the writer of the above has closed his with a little significant French word, indicative of the certain result of such absurd and immoral doctrines.

Marine Law.

THE report of the trial of certain mutineers belonging to H. M. S. Resistance, given in the N. C. vol. xxx, p. 319, concluded with a statement, that the sentence had been postponed, on account of a point of law having been referred to the legal authorities at home. The marine lawyer of the N. C. has made it his business to search for farther information concerning that case, and the following is the result :— The subject of reference was, the right of the court to proceed after an interruption in their meeting from day to day, as required by act of parliament; such interruption (arising from tempestuous weather) having been unavoidable. The act expressly says, that "the proceedings of any court martial shall not be delayed by the absence of any of it's members, when a sufficient number doth remain to compose such court." Now a sufficient *quorum* did not remain on board the Hibernia to compose a court, therefore the proceedings were unavoidably delayed. It appears that the only official decision made known on this case has been, a letter from the secretary of the Admiralty, notifying that the culprits having been pardoned, the reference to the crown lawyers became unnecessary. This, in our humble judgment, is an erroneous, not to say slovenly mode of disposing of the case: the specific law remains undefined; the same "glorious uncertainty" is left to puzzle any succeeding court under similar circumstances; and the same variety of opinion is left to prevail among naval men. As we know the Naval Chronicle is more consulted than acknowledged at the Admiralty, perhaps the suggestion implied by this notice of the unsettled case in question may have a due and salutary effect.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(September—October.)

RETROSPECTIVE AND MISCELLANEOUS.

WE are compelled to be brief indeed in the retrospective view of the occurrences of this month.——On the 1st, intelligence arrived stating, that Captain Dobbs, R. N. with a party of seamen and marines, attacked, and carried, by boarding, two armed American schooners, anchored close to Fort Erie. The fort being thus deprived of part of its defence, General Drummond was induced to follow up this success by an attack on the fort itself, which nearly succeeded, when the explosion of a mine blew up multitudes of our troops: the consequence was, an immediate retreat; we are truly concerned to state our loss at upwards of nine hundred men, and officers in proportion. On this melancholy occasion Captain Dobbs was wounded.

On the 8th, intelligence was received at the Admiralty from Admiral Griffiths, announcing the success of an expedition, directed against the possessions of the United States, on the river and bay of Penobscot. The John Adams, United States frigate, was set on fire by the enemy and destroyed; the district of Penobscot was taken possession of, and a proclamation issued by General Sir John Sherbrooke, K. B.; and it has been affirmed, that this territory is to be permanently retained: if so, we think the prospect of peace with America is remote indeed!

The next important event was, the unsuccessful attack made upon Baltimore; the army succeeded in defeating the Americans, and approached close to the city, but so efficient were the naval means of defence, that our ships of war could not co-operate, and all the brilliant achievements of our soldiers proved useless. General Ross was killed at the commencement of the action. The same gazette contained the particulars of the capture of Alexandria by the naval force under the command of that distinguished officer, Captain JAMES ALEXANDER GORDON, who has verified our predictions* much earlier than we expected, and added a new wreath to the laurels he had previously gained. The accounts of these important advantages were, however, accompanied by rumours of a most unfavourable kind; namely, of the total destruction of our fleet on Lake Champlain, and the retreat of Sir George Prevost, with considerable loss, from before Plattsburg; these disastrous reports are unhappily confirmed, although the official accounts have not yet appeared. The effects of the failure of our attack on Baltimore, and the events in Canada, have already produced consequences in America very different from those calculated upon by the advocates for this unnatural and dangerous war; whilst at home the public feelings are vehemently and variously agitated. Some of our leading journals are for crushing all the United States at once, by sending the Duke of Wellington and fifty thousand troops there! We fear other work may too soon be cut out for that Hero and his army much nearer home, and that this ruinous contest will continue till we become again involved in a new war, with a power we need not name.

The American government disavow the atrocities said to have been committed by their army in Canada. The President reprobates our conduct, in burning the public edifices at Washington, in pointed terms of indignation. If the American journals were worthy of credit, a general revolt was to have been expected before this, if the *imbecile* President should not resign! So far from these predictions being verified, the leading men, of all parties, seem to rally round the executive power. It is surely a strange mode, adopted by those trans-atlantic editors, of proving *their patriotism* by degrading their own national character, and praising the invaders of their shores! We fear that those phillipics are derived from a source nearer to our Treasury than is generally suspected. They operate much more powerfully in England than America, and are admirably calculated to render the war popular, by holding out delusive hopes of disunion and revolt amongst the United States; thus blinding the credulous and unwary to the ruinous results with which this unnatural war is teeming.

It has been stated by some of our journals that the Emperor of Russia has *notified* to the American plenipotentiaries, that he *will not* interfere in the questions at issue between the United States and Great Britain at the ensuing Congress! After having proffered his mediation, which the Americans accepted, and Great Britain declined; the truth of this asserted notification appears. On the other hand, the ministerial journals affirm, that the Emperor Alexander has been opposed by Great Britain in his views upon Poland, and in consequence thereof has relinquished them. This interference, if true, must, of course, have a powerful tendency to induce him to support our maritime pretensions.

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* See his portrait and memoir, Vol. XXXI. p. 353.

Fever at Gibraltar.*—Extract of a letter from Gibraltar, dated 25th of Sept. 1814:—“ The first symptoms of the dreadful fever now raging here, were discovered on the 16th ult. when two Italians died of it. No precautions were taken until the 18th, when the places of public worship were closed by a circular order from the commander-in-chief, and foul bills of health issued. On the 23d, these precautions were dropped, the churches ordered to be opened, and clean bills of health issued. Cases of the fever, however, continued to occur; and, on the 2d instant, finding the contagion to spread very much, the order was renewed for shutting the churches, which, with the issuing of foul bills of health, has continued ever since, although the communication between the town and port is still preserved. Rear-admiral Fleming, who had returned from Cadiz on the 18th ult. left this bay on the following day, and has continued ever since with his squadron at Algesiras, where all vessels of war coming in, repair, and convoys collect. The Spanish commandant of the camp of Gibraltar placed his cordon, and cut off all communications with this garrison, on the afternoon of the 19th of August. The following are the cases of fever and deaths, since the 18th ult.:—

18th Aug. to 2d Sept.	42 cases,	14 deaths.
3d Sept. to 9th Sept.	43 ditto,	16 ditto.
10th Sept. to 16th Sept.	70 ditto,	22 ditto.

These do not include the military.

17th to 23d, including what remained on the 16th.	295 cases,	41 deaths.

This last report includes the military, in which were 136 cases, and 17 deaths.

Letters on Service,

Copied verbatim from the London Gazette.

COLONIAL DEPARTMENT, DOWNING-STREET, SEPT. 27.

CAPTAIN SMITH, Assistant-adjutant-general to the troops under the command of Major-general Ross, arrived this morning with a despatch from that officer, addressed to Earl Bathurst, one of his Majesty's principal secretaries of state, of which the following is a copy:—

MY LORD, *Tonnant, in the Patuxent, 30th August*, 1814.

I have the honour to communicate to your Lordship, that on the night of the 24th instant, after defeating the army of the United States on that day, the troops under my command entered and took possession of the city of Washington.

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[*] Under the head Nautical Anecdotes, p. 308, will be found an official report of this disorder, at the period therein stated.

It was determined between Sir A. Cochrane and myself, to disembark the army at the village of Benedict, on the right bank of the Patuxent, with the intention of co-operating with Rear-admiral Cockburn, in an attack upon a flotilla of the enemy's gun-boats, under the command of Commodore Barney. On the 20th instant, the army commenced its march, having landed the previous day without opposition: on the 21st it reached Nottingham, and on the 22d moved on to Upper Marlborough, a few miles distant from Pig Point, on the Patuxent, where Admiral Cockburn fell in with and defeated the flotilla, taking and destroying the whole. Having advanced to within sixteen miles of Washington, and ascertaining the force of the enemy to be such as might authorize an attempt at carrying his capital, I determined to make it, and accordingly put the troops in movement on the evening of the 23d. A corps of about 1200 men appeared to oppose us, but retired after firing a few shots. On the 24th, the troops resumed their march, and reached Bladensburg, a village situated on the left bank of the eastern branch of the Potowmack, about five miles from Washington.

On the opposite side of that river the enemy was discovered strongly posted on very commanding heights, formed in two lines, his advance occupying a fortified house, which, with artillery, covered the bridge over the eastern branch, across which the British troops had to pass. A broad and straight road leading from the bridge to Washington, ran through the enemy's position, which was carefully defended by artillery and riflemen.

The disposition for the attack being made, it was commenced with so much impetuosity by the light brigade, consisting of the 85th light infantry and the light infantry companies of the army, under the command of Colonel Thornton, that the fortified house was shortly carried, the enemy retiring to the higher grounds.

In support of the light brigade, I ordered up a brigade under the command of Colonel Brooke, who, with the 44th regiment, attacked the enemy's left, the 4th regiment pressing his right with such effect as to cause him to abandon his guns. His first line giving way, was driven on the second, which, yielding to the irresistible attack of the bayonet, and the well-directed discharge of rockets, got into confusion and fled, leaving the British masters of the field. The rapid flight of the enemy, and his knowledge of the country, precluded the possibility of many prisoners being taken, more particularly as the troops had, during the day, undergone considerable fatigue.

The enemy's army, amounting to eight or nine thousand men, with three or four hundred cavalry, was under the command of General Winder, being formed of troops drawn from Baltimore and Pensylvania. His artillery, ten pieces of which fell into our hands, was commanded by Commodore Barney, who was wounded and taken prisoner. The artillery I directed to be destroyed.

Having halted the army for a short time, I determined to march upon Washington, and reached that city at eight o'clock that night. Judging it of consequence to complete the destruction of the public buildings with the least possible delay, so that the army might retire without loss of time, the following buildings were set fire to and consumed—the Capital, including the Senate-house and House of Representation, the arsenal, the dock-yard, treasury, war-office, President's palace, rope-walk, and the great bridge across the Potowmack: in the dockyard a frigate nearly ready to be launched, and a sloop of war, were consumed. The two bridges leading to Washington over the eastern branch had been destroyed by the enemy, who apprehended an attack from that quarter. The object of the expedition being accomplished, I determined, before any greater force of the enemy could be assembled, to withdraw the troops, and accordingly commenced retiring on the night of the 25th. On the evening of the 29th we reached Benedict, and reembarked the following day. In the performance of the operation I have detailed, it is with the utmost satisfaction I observe to your Lordship, that cheerfulness in undergoing fatigue, and anxiety for the accomplishment of the object were conspicuous in all ranks.

To Sir Alexander Cochrane my thanks are due, for his ready compliance with every wish connected with the welfare of the troops, and the success of the expedition.

To Rear Admiral Cockburn, who suggested the attack upon Washington and who accompanied the army, I confess the greatest obligation for his cordial co-operation and advice.

Colonel Thornton, who led the attack, is entitled to every praise for the noble example he set, which was so well followed by Lieutenant-Colonel Wood and the 85th Light Infantry, and by Major Jones, of the 4th Foot, with the light companies attached to the light brigade. I have to express my approbation of the spirited conduct of Colonel Brooke, and of his brigade, the 44th regiment, which he led, and which distinguished itself under the command of Lieutenant-Colonel Mullens; the gallantry of the 4th Foot, under the command of Major Faunce, being equally conspicuous.

The exertions of Captain Mitchell, of the royal artillery, in bringing the guns into action, were unremitting; to him, and to the detachment under his command, including Captain Deacon's rocket brigade, and the marine rocket corps, I feel every obligation. Captain Lempriere, of the royal artillery, mounted a small detachment of the artillery drivers, which proved of great utility.

The assistance afforded by Captain Blanchard, of the royal engineers, in the duties of his department, was of great advantage. To the zealous exertions of Captains Wainwright, Palmer, and Money of the Royal Navy, and to those of the officers and seamen who landed with them, the service is highly indebted; the latter, Captain Money, had charge of the seamen attached to the marine artillery. To Captain M'Dougall, of the 85th foot, who acted as my Aide-de-camp, in consequence of the indisposition of my Aide-de-Camp, Captain Falls, and to the officers of my staff, I feel much indebted.

I must beg leave to call your Lordship's attention to the zeal and indefatigable exertions of Lieutenant Evans, Acting-Deputy-Quarter-Master General. The intelligence displayed by that officer in circumstances of considerable difficulty, induces me to hope he will meet with some distinguished mark of approbation. I have reason to be satisfied with the arrangements of Assistant-Commissary-General Lawrence.

An attack upon an enemy so strongly posted, could not be effected without loss. I have to lament that the wounds received by Colonel Thornton, and the other officers and soldiers left at Bladensburg, were such as prevented their removal. As many of the wounded as could be brought off were removed, the others being left with medical care and attendants. The arrangements made by Staff Surgeon Baxter for their accommodation have been as satisfactory as circumstances would admit of. The agent for British prisoners of war, very fortunately residing at Bladensberg, I have recommended the wounded officers and men to his particular attention, and trust to his being able to effect their exchange when sufficiently recovered.

Captain Smith, Assistant Adjutant-General to the troops, who will have the honour to deliver this despatch, I beg leave to recommend to your Lordship's protection, as an officer of much merit and great promise, and capable of affording any further information that may be requisite.

Sanguine in hoping for the approbation of his Royal Highness the

Prince Regent, and of his Majesty's Government, as to the conduct of the troops under my command, I have, &c.

Rob. Ross,

Major-Gen.

I beg leave to inclose herewith a return of the killed, wounded, and missing in the action of the 24th inst. together, with a statement of the ordnance, ammunition and ordnance stores taken from the enemy between the 19th and 25th August, and likewise sketches of the scene of action and of the line of march.

Return of the Killed, Wounded, and Missing of the Troops under the command of Major-General Ross, in Action with the Enemy, on the 24th August 1814, *on the Heights above Bladensburg.*

Washington, August 25, 1814.

General Staff—4 horses killed.

Royal Artillery—4 horses killed; 6 rank and file 8 horses, wounded.

Royal Marine Artillery—1 rank and file killed; 1 serjeant wounded.

Royal Sappers and Miners—1 serjeant, 1 rank and file, killed.

4th Regiment—1 lieutenant, 2 serjeants, 21 rank and file, 1 horse, killed; 5 lieutenants, 2 ensigns, 6 serjeants, 50 rank and file, wounded.

21st Regiment—2 rank and file killed; 1 captain, 1 lieutenant 11 rank and file, wounded.

44th Regiment—1 serjeant, 13 rank and file, killed; 35 rank and file wounded.

2d Batt. Royal Marines—5 rank and file killed.

85th Light Infantry—1 captain, 1 lieutenant, 1 serjeant, 12 rank and file, 1 horse, killed; 2 lieutenant-colonels, 1 major, 8 lieutenants, 2 serjeants, 51 rank and file, wounded.

Colonial Company—1 rank and file killed; 2 rank and file wounded.

6th West India Regiment—1 serjeant wounded.

Total—1 captain, 2 lieutenants, 5 serjeants, 56 rank and file, 10 horses killed; 2 lieutenant-colonels, 1 major, 1 captain, 14 lieutenants 2 ensigns 10 serjeants, 155 rank and file, 8 horses, wounded.

Names of Officers killed and wounded.

Killed.—85th Light Infantry—Captain D. S. Hamilton, Lieutenant, G. P. R. Codd.

4th or King's Own—Lieutenant Thomas Woodward.

Wounded.—85th Light Infantry—Colonel William Thornton, severely (left at, Bladensburg); Lieutenant-Colonel William Wood, severely (left at Bladensburg); Major George Brown, severely (left at Bladensburg).

21st Fusileers—Captain Robert Rennie, severely (not dangerously.)

4th Regiment—Lieutenant E. P. Hopkins, severely; Lieutenant J. K. Mackenzie, slightly; Lieutenant John Stavely, severely (left at Bladensburg); Lieutenant Peter Boulby, Lieutenant Frederick Field, slightly.

21st Fusileers—Lieutenant James Grace, slightly.

85th Regiment—Lieutenant William Williams, Lieutenant John Burrell, severely; Lieutenant F. Maunsell, slightly; Lieutenant G. F. G. O'Conner, Lieutenant Frederick Gascoyne, severely; Lieutenant William Hickson, Lieutenant G. R. Gleig, slightly; Lieut.——— Crouchly, severely.

4th Regiment—Ensign James Buchanan, severely (left at Bladensburg); Ensign William Reddock, severely.

H. G. Smith,

D. A. A. G.

Return of Ordnance, Ammunition, and Ordnance Stores taken from the Enemy by the Army under the Command of Major-General Robert Ross, between the 19th and 25th August 1814.

August 19.—1 twenty-four-pounder carronade.

August 22.—1 six-pounder field gun with carriage complete. 156 stand of arms, with cartouches, &c. &c.

August 24, *at Bladensburg.*—2 eighteen-pounders, 5 twelve-pounders, 3 six-pounders, with field-carriages. A quantity of ammunition for the above. 220 stand of arms.

August 25, *at Washington.*—Brass. 6 eighteen-pounders, mounted on traversing platforms; 5 twelve-pounders, 4 four-pounders, 1 five and half-inch howitzer, 1 five-and-half inch mortar.

Iron. 26 thirty-two-pounders, 36 twenty-four-pounders, 34 eighteen-pounders, 27 twelve-pounders, 2 eighteen-pounders, mounted on traversing plat-forms; 19 twelve-pounders, on ship carriages; 3 thirteen-inch mortars, 2 eight-inch howitzers, 1 forty-two-pounder gun, 5 thirty-two-pounder carronades, 5 eighteen-pounder carronades, 13 twelve-pounder guns, 2 nine-pounder guns, 2 six-pounder guns.

Total amount of cannon taken—206. 500 barrels of powder. 100,000 rounds of musket-ball cartridge. 40 barrels of fine grained powder. A large quantity of ammunition of different natures made up.

The navy-yard and arsenal having been set on fire by the enemy before they retired, an immense quantity of stores of every description was destroyed, of which no account could be taken; seven or eight very heavy explosions during the night denoted that there had been large magazines of powder.

F. G. J. Williams,
Lieutenant Royal Artillery, A.Q.M.

J. Michell,
Captain commanding Artillery.

N.B. The remains of near 20,000 stand of arms were discovered, which had been destroyed by the enemy.

ADMIRALTY-OFFICE, SEPTEMBER 27, 1814.

Captain Wainright, of His Majesty's ship Tonnant, arrived this morning at this Office with despatches from Vice-Admiral the Honourable Sir Alexander Cockrane, K. B. to John Wilson Croker, Esq. of which the following are copies.

SIR, *Tonnant, in the Patuxent, Sept.* 2, 1814.

I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, of the proceedings of His Majesty's combined sea and land forces since my arrival with the fleet within the capes of Virginia; and I beg leave to offer my congratulations to their Lordships upon the successful termination of an expedition, in which the whole of the enemy's flotilla under Commodore Barney has been captured or destroyed; his army, though greatly superior in number, and strongly posted with cannon, defeated at Bladensburg—the city of Washington taken, the capital, with all the public buildings, military arsenals, dock-yard, and the rest of their naval establishment, together with a vast quantity of naval and military stores, a frigate of the largest class ready to launch and a sloop of war afloat, either blown up or reduced to ashes.

Such a series of successes in the centre of an enemy's country, surrounded by a numerous population, could not be acquired without loss, and we have to lament the fall of some valuable officers and men; but considering the difficulties the forces had to contend with, the extreme heat of the climate, and their coming into action at the end of a long march, our casualties are astonishingly few.

My letter of the 11th of August, will have acquainted their Lordships of my waiting in the Chesapeake, for the arrival of Rear-Admiral Malcolm, with the expedition from Bermuda.

The Rear-Admiral joined me on the 17th, and as I had gained information from Rear-Admiral Cockburn, whom I found in the Potowmack, that Commodore Barney, with the Baltimore flotilla, had taken shelter at the head of the Patuxent, this afforded a pretext for ascending that river to attack him near its source, above Pig Point, while the ultimate destination of the combined force was Washington, should it be found that the attempt might be made with any prospect of success. To give their Lordships a more correct idea of the place of attack, I send a sketch of the country upon which the movements of the army and navy are pourtrayed; by it their Lordships will observe, that the best approach to Washington is by Port Tobacco, upon the Potowmack and Benedict, upon the Patuxent, from both of which are direct and good roads to that city, and their distances nearly alike: the roads from Benedict divide about five miles inland; the one by Piscataway and Bladensburg, the other following the course of the river, although at some distance from it, owing to the creeks that run up the country; this last passes through the towns of Nottingham and Marlborough to Bladensburg, at which town the river called the Eastern Branch, that bounds Washington to the eastward, is fordable, and the distance is about five miles. There are two bridges over this river at the city; but it was not to be expected that the enemy would leave them accessible to an invading army.

Previously to my entering the Patuxent, I detached Captain Gordon, of His Majesty's ship Seahorse, with that ship and the ships and bombs named in the margin*, up the Potowmack, to bombard Fort Washington (which is situated on the left bank of that river, about ten or twelve miles below the city), with a view of destroying that fort, and opening a free communication above, as well as to cover the retreat of the army, should its return by the Bladensburg road be found too hazardous from the accession of strength the enemy might obtain from Baltimore; it was also reasonable to expect, that the militia from the country to the northward and westward would flock in, so soon as it should be known that their capital was threatened.

Captain Sir Peter Parker, in the Menelaus, with some small vessels, was sent up the Chesapeake, above Baltimore, to divert the attention of the enemy in that quarter, and I proceeded with the remainder of the naval force and the troops, up this river, and landed the army, upon the 19th and 20th, at Benedict.

So soon as the necessary provisions and stores could be assembled and arranged, Major-General Ross, with his army, moved towards Nottingham, while our flotilla, consisting of the armed launches, pinnaces, barges, and other-boats of the fleet, under the command of Rear-Admiral Cockburn, passed up the river, being instructed to keep upon the right flank of the army, for the double purpose of supplying it with provisions, and, if necessary, to pass it over to the left bank of the river, into Calvert County, which secured a safe retreat to the ships, should it be judged necessary.

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* Euryalus, Devastation, Ætna, Meteor, Manly, and Erebus.

The army reached Nottingham upon the 21st, and on the following day arrived at Marlborough: the flotilla continued advancing towards the station of Commodore Barney, about three miles above Pig Point, who, although much superior in force to that sent against him, did not wait an attack, but, at the appearance of our boats, set fire to his flotilla, and the whole of his vessels, excepting one, were blown up.

For the particulars of this well-executed service, I must refer their Lordships' to Rear-Admiral Cockburn's report, No. 1, who, on the same evening, conveyed to me an account of his success, and intimation from Major-General Ross, of his intention to proceed to the city of Washington, considering, from the information he had received, that it might be assailed, if done with alacrity; and in consequence had determined to march that evening upon Bladensburg. The remaining boats of the fleet were immediately employed in conveying up the river supplies of provisions for the forces upon their return to Nottingham, agreeably to an arrangement made by the Rear-Admiral, who proceeded on in company with the army.

The report No. 2, of Rear-Admiral Cockburn's, will inform their Lordships of the brilliant successes of the forces, after their departure from Marlborough, where they returned upon the 26th, and having reached Benedict upon the 29th, the expedition was embarked in good order.

On combined services, such as we have been engaged in, it gives me the greatest pleasure to find myself united with so able and experienced an officer as Major-general Ross, in whom are blended those qualities so essential to promote success, where co-operation between the two services becomes necessary; and I have much satisfaction in noticing the unanimity that prevailed between the army and navy, as I have also in stating to their Lordships that Major-General Ross has expressed his full approbation of the conduct of the officers, seamen, and marines acting with the army.

I have before had occasion to speak of the unremitting zeal and exertion of Rear-Admiral Cockburn during the time he commanded in the Chesapeake under my orders:—the interest and ability which he has manifested throughout this late arduous service justly entitle him to my best thanks, and to the acknowledgements of my Lords Commissioners of the Admiralty.

Rear-Admiral Malcolm, upon every occasion, and particularly in his arrangement for the speedy re-embarkation of the troops, rendered me essential assistance, and to him as well as to Rear-Admiral Codrington, Captain of the Fleet, I am indebted for the alacrity and order with which the laborious duties in the conveying of supplies to the army were conducted.

For the conduct of the Captains and Officers of the squadron employed in the flotilla, and with the army, I must beg leave to refer their Lordships to the reports of Rear-Admiral Cockburn, and to call their favourable consideration to those whom the Rear-Admiral has had occasion to particularly notice. While employed immediately under my eye, I had every reason to be perfectly satisfied with their zealous emulation, as well as that of every seaman and marine, to promote the service in which they were engaged.

Captain Wainwright, of his Majesty's ship Tonnant, will have the honour to deliver this dispatch to you, and as he was actually employed both with the flotilla and with the army in the whole of their proceedings, I beg leave to refer their Lordships to him for any further particulars.

I have not yet received any returns from the ships employed in the Potowmack, the winds having been unfavourable to their coming down; but by the information I gain from the country people, they have completely succeeded in the capture and destruction of Fort Washington, which has been blown up.

I have the honour to be, &c.

Alexander Cochrane.

Vice-Admiral and Commander in Chief.

John Wilson Croker, Esq.

On board the Resolution Tender, off Mount Calvert,
SIR, *Monday night*, 22*d. Aug*. 1814.

I have the honour to inform you, that, after parting from you at Benedict on the evening of the 20th instant, I proceeded up the Patuxent with the boats and tenders, the marines of the ships being embarked in them, under the command of Captain Robyns (the senior officer of that corps in the fleet), and the marine artillery, under Captain Harrison, in their two tenders; the Severn and Hebrus frigates, and the Manly sloop, being directed to follow us up the river, as far as might prove practicable.

The boats and tenders I placed in three divisions: the first under the immediate command of Captains Sullivan (the senior commander employed on the occasion) and Badcock; the second, under Captains Money and Somerville; the third, under Captain Ramsay;—the whole under the superintendence and immediate management of Captain Wainwright of the Tonnant, Lieutenant James Scott, (1st of the Albion) attending as my aid-de-camp.

I endeavoured to keep with the boats and tenders as nearly as possible abreast of the army under Major-general Ross, that I might communicate with him as accasion offered, according to the plan previously arranged; and about mid-day yesterday I accordingly anchored at the ferry-house opposite Lower Marlborough, where I met the General, and where the army halted for some hours, after which he marched for Nottingham, and I proceeded on for the same place with the boats. On our approaching that town a few shot were exchanged between the leading boats and some of the enemy's cavalry; but the appearance of our army advancing caused them to retire with precipitation. Captains Nourse and Palmer, of the Severn and Hebrus, joined me this day with their boats, having found it impracticable to get their ships higher than Benedict.

The Major-General remained with the army at Nottingham, and the boats and tenders continued anchored off it during the night; and soon after day-light this morning the whole moved again forward but the wind blowing during the morning down the river, and the channel being excessively narrow, and the advance of our tenders consequently slow, I judged it advisable to push on with the boats, only leaving the tenders to follow as they could.

On approaching Pig Point (where the enemy's flotilla was said to be), I landed the marines under Captain Robyns on the left bank of the river, and directed him to march round and attack, on the land side, the town situated on the point, to draw from us the attention of such troops as might be there for its defence, and the defence of the flotilla: I then proceeded on with the boats, and, as we opened the reach above Pig Point, I plainly discovered Commodore Barney's broad pendant in the headmost vessel, a large sloop, and the remainder of the flotilla extending in a long line astern of her. Our boats now advanced towards them as rapidly as possible; but, on nearing them, we observed the sloop bearing the broad pendant to be on fire, and she very soon afterwards blew up. I now saw clearly that they were all abandoned, and on fire, with trains to their magazines; and out of the 17 vessels which composed this formidable, and so much vaunted flotilla, 16 were in quick succession blown to atoms, and the seventeenth (in which the fire had not taken) we captured. The commodore's sloop was a large armed vessel; the others were gun-boats, all having a long gun in the bow, and a carronade in the stern; the calibre of the guns and number of the crew of each differed in proportion to the size of the boat, varying from 32-pounders and 60 men to 18-pounders and 40 men. I found here lying above the flotilla, under its protection 13 merchant schooners, some of which not being worth bringing away I caused to be burnt; such as were in good condition I directed to be moved to Pig Point. Whilst employed taking these vessels a few shot were fired at us by some of the men of the flotilla from the bushes on the shore near us; but Lieutenant Scott, whom I had landed for that purpose, soon got hold of them, and made them prisoners. Some horsemen likewise showed themselves on the neighbouring heights, but a rocket or two dispersed them; and Captain Robyns, who had got possession of Pig Point without resistance, now spreading his men through the country, the enemy retreated to a distance, and left us in quiet possession of the town, the neighbourhood, and our prizes.

A large quantity of tobacco having been found in the town at Pig Point, I have left Captain Robyns, with the marines, and Captain Nourse, with two divisions of the boats, to hold the place, and ship the tobacco into the prizes, and I have moved back with the third division to this point, to enable me to confer on our future operations, with the Major-General, who has been good enough to send his Aid-de-camp to inform me of his safe arrival, with the army under his command, at Upper Marlborough.

In congratulating you, Sir, which I do most sincerely, on the complete destruction of this flotilla of the enemy, which has lately occupied so much of our attention, I must beg to be permitted to assure you, that the cheerful and indefatigable exertions, on this occasion, of Captains Wainwright, Nourse and Palmer, and of Captain Sullivan, the other Commanders, officers and men, in the boats you have placed under my orders, most justly entitled them to my warmest acknowledgments and my earnest recommendation to your favourable notice.

I have the honour to be, &c.

G. Cockburn,
Rear-Admiral.

Vice Admiral the Hon. Sir Alexander
Cochrane, K. B. &c.

His Majesty's sloop Manly, off Nottingham,
Patuxent, 27th August, 1814.

SIR,

I have the honour to inform you that, agreeably to the intentions I notified to you in my letter of the 22d instant, I proceeded by land on the morning of the 23d to Upper Marlborough, to meet and confer with Major-General Ross as to our further operations against the enemy, and we were not long in agreeing on the propriety of making an immediate attempt on the city of Washington.

In conformity therefore with the wishes of the General, I instantly sent orders for our marine and naval forces at Pig Point, to be forthwith moved over to Mount Calvert, and for the marine artillery and a proportion of the seamen to be there landed, and with the utmost possible expedition to join the army, which I also most readily agreed to accompany.

The Major-General then made his dispositions, and arranged that Captain Robyns, with the marines of the ships, should retain possession of Upper Marlborough, and that the marine artillery and seamen should follow the army to the ground it was to occupy for the night. The army then moved on, and bivouacked before dark, about five miles nearer Washington.

In the night Captain Palmer of the Hebrus, and Captain Money of the Trave, joined us with the seamen and with the marine artillery, under Captain Harrison. Captain Wainwright of the Tonnant had accompanied me the day before, as had also Lieutenant James Scott Acting 1st Lieutenant of the Albion,

At daylight the morning of the 24th, the Major-General again put the army in motion, directing his march upon Bladensburg; on reaching which place, with the advanced brigade, the enemy was discovered drawn up in force on a rising ground beyond the town; and by the fire he soon opened on us as we entered the place, gave us to understand he was well protected with artillery. General Ross, however, did not hesitate in immediately advancing to attack him, although our troops were almost exhausted with the fatigue of the march they had just made, and but a small proportion of our little army had yet got up: this dashing measure was, however, I am happy to add, crowned with the success it merited; for, in spite of the galling fire of the enemy, our troops advanced steadily on both his flanks, and in his front; and as soon as they arrived on even ground with him, he fled in every direction, leaving behind him ten pieces of cannon, and a considerable number of killed and wounded, amongst the latter Commodore Barney and several other officers; some other prisoners were also taken, though not many, owing to the swiftness with which the enemy went off, and the fatigues our army had previously undergone.

It would, Sir, be deemed presumption in me to attempt to give you particular details respecting the nature of this battle; I shall, therefore, only remark generally, that the enemy, eight thousand strong, on ground he had chosen as best adapted for him to defend, where he had time to erect his batteries, and concert all his measures, was dislodged as soon as reached, and a victory gained over him by a division of the British army, not amounting to more than fifteen hundred men, headed by our gallant General, whose brilliant achievement of this day it is beyond my power to do justice to, and indeed no possible comment could enhance.

The seamen, with the guns, were, to their great mortification, with the rear-division during this short but decisive action; those, however, attached to the rocket brigade were in the battle, and I remarked with much pleasure the precision with which the rockets were thrown by them, under the direction of First Lieutenant Lawrence of the marine artillery; Mr. Jeremiah M'Daniel, master's mate of the Tonnant, a very fine young man, who was attached to this party, being severely wounded, I beg permission to recommend him to your favourable consideration. The company of marines I have on so many occasions had cause to mention to you, commanded by First Lieutenant Stephens, was also in the action, as were the colonial marines, under the temporary command of Captain Reed, of the 6th West India regiment (these companies being attached to the light brigade), and they respectively behaved with their accustomed zeal and bravery. None other of the naval department were fortunate enough to arrive up in time to take their share in this battle, excepting Captain Palmer, of the Hebrus, with his Aid-de-Camp, Mr. Arthur Wakefield, Midshipman of that ship, and Lieutenant James Scott, First of the Albion, who acted as my Aid-de-Camp, and remained with me during the whole time.

The contest being completely ended, and the enemy having retired from the field, the General gave the army about two hours rest, when he again moved forward on Washington; it was however dark before we reached that city, and on the General, myself, and some officers advancing a short way past the first houses of the town, without being accompanied by the troops, the enemy opened upon us a heavy fire of musquetry, from the capitol and two other houses; these were therefore almost immediately stormed by our people, taken possession of, and set on fire; after which the town submitted without further resistance.

The enemy himself on our entering the town, set fire to the navy yard (filled with naval stores) a frigate of the largest class, almost ready for launching, and a sloop of war lying off it, as he also did to the fort which protected the sea approach to Washington.

On taking possession of the city we also set fire to the President's palace, the treasury, and the war-office; and in the morning Captain Wainwright went with a party to see that the destruction in the navy yard was complete, when he destroyed whatever stores and buildings had escaped the flames of the preceding night; a large quantity of ammunition and ordnance stores were likewise destroyed by us in the arsenal, as were about 200 pieces of artillery of different calibres, as well as a vast quantity of small arms. Two rope walks of a very extensive nature, full of tar-rope, &c. situated at a considerable distance from the yard, were likewise set fire to and consumed; in short, Sir, I do not believe a vestige of public property, or a store of any kind, which could be converted to the use of the Government, escaped destruction; the bridges across the Eastern Branch and the Potowmack were likewise destroyed.

This general devastation being completed during the day of the 25th, we marched again at nine that night on our return, by Bladensburg, to Upper Marlborough.

We arrived yesterday evening at the latter without molestation of any sort, indeed without a single musket having been fired, and this morning we moved on to this place, where I have found his Majesty's sloop Manly, the tenders, and the boats, and I have hoisted my flag, *pro tempore*, in the former. The troops will probably march to-morrow, or the next day at farthest, to Benedict for re-embarkation, and this flotilla will of course join you at the same time.

In closing, Sir, my statement to you, of the arduous and highly important operations of this last week, I have a most pleasing duty to perform, in assuring you of the good conduct of the officers and men who have been serving under me. I have been particularly indebted, whilst on this service, to Captain Wainwright of the Tonnant, for the assistance he has invariably afforded me; and to Captains Palmer and Money, for their exertions during the march to and from Washington. To Captain Nourse, who has commanded the flotilla during my absence, my acknowledgements are also most justly due, as well as to Captains Sullivan, Badcock, Somerville, Ramsay and Bruce, who have acted in it under him.

Lieutenant James Scott, now First Lieutenant of the Albion, has, on this occasion, rendered me essential services, and as I have had reason so often of late to mention to you the gallant and meritorious conduct of this officer, I trust you will permit me to seize this opportunity of recommending him particularly to your favourable notice and consideration.

Captain Robyns (the senior Officer of Marines with the fleet) who has had, during these operations, the marines of the ships united under his orders, has executed ably and zealously the several services with which he has been entrusted, and is entitled to my best acknowledgements accordingly, as is also Captain Harrison of the marine artillery, who, with the officers and men attached to him, accompanied the army to and from Washington.

Mr. Dobie, surgeon of the Melpomene, volunteered his professional services on this occasion, and rendered much assistance to the wounded on the field of battle, as well as to many of the men taken ill on the line of march.

One colonial marine killed, one master's mate, two serjeants, and three colonial marines wounded, are the casualties sustained by the naval department; a general list of the killed and wounded of the whole army will, of course, accompany the report of the Major-General.

I have the honour to be, &c.

G. Cockburn.
Rear-Admiral.

Vice-Admiral the Honourable Sir Alexander Cochrane, K. B. &c.

P. S. Two long six-pounder guns, intended for a battery at Nottingham, were taken off and put on board the Brune, and one, taken at Upper Marlborough, was destroyed.

Promotions and Appointments.

WHITEHALL SEPTEMBER 13, 1814.

His Royal Highness the Prince Regent, taking into His royal consideration, the distinguished zeal, courage, and intrepidity of Sir William Hoste, Baronet, Post Captain in the Royal Navy, and Knight of the Imperial Military Order of Maria Theresa (particularly displayed by him on the 13th day of March 1811, off the island of Lissa, when being senior Officer of a detachment of four of His Majesty's frigates he, after an arduous and brilliant action of six hours, completely defeated the combined French and Italian squadrons of very superior force, and succeeded in capturing two of the enemy's frigates, and destroying a third; as well as the able and meritorious conduct of that Officer, in the capture of the fortress of Cattaro, and in the recent operations on the coast of the Adriatic), and being desirous of conferring upon the said Sir William Hoste, such a mark of His Majesty's Royal favour, as may in an especial manner evince the sense His Royal Highness entertains of his loyalty, ability, and valour, hath been pleased in the name and on the behalf of His Majesty to give and grant unto him, His Majesty's royal permission, that he and his descendants may, as a lasting memorial of his signal services, bear the following honourable augmentation to the arms of his family; that is to say, "*In chief, a naval crown, pendant, therefrom a representation of the gold medal conferred upon the said Sir William Hoste, by His Majesty, in testimony of His royal approbation of his highly distinguished conduct in the said action of the 13th of March* 1811, *subscribed* LISSA;" and the following crest of honourable augmentation, viz. "*Out of a naval crown, the rim encircled with a branch of laurel, an arm embowed, grasping a flag staff, flowing therefrom a flag inscribed* CATTARO;" provided the same be first duly exemplified according to the laws of arms, and recorded in the Herald's Office:

And His Royal Highness hath been further pleased to command, that the said royal concession and especial mark of His Majesty's favour, be recorded in His College of Arms.

Captains, &c. appointed.

Rear-Admiral W. A. Otway, to be Commander in Chief in the East Indies; Charles Rowley to succeed Sir Thomas Williams at Sheerness.

Captain George Munday, to the Ajax; Edward Dix, to the Menelaus; James Creighton, to the Bustard; William King, to the Leonidas; John Gourly, to the Pelorus; J. G. Caulfield, to the Centaur; J. T. Rodd, to the Warrior; J. W. Andrew, to the Larne; C. B. Reynolds, to the Lea; John Dick, to the Menelaus; H. Stewart, to the Fowey; Thomas Briggs, late of the Clorinde, to the Leviathan; Charles Austin, to the Phœnix; W. H. Webley to the Swiftsure; John Maxwell, to the Barossa; Francis Newcombe, to the Chesapeake; John Palmer, of the Pheasant, Posted, and to the Wanderer; Edmund Waller, of the Goldfinch, to the Pheasant; John Foote, to the Goldfinch; John Tailour, to the Comus; J. Wood, to the Icarus; Booty Harvey, to the Porcupine; C. Kerr, Posted, and appointed to the Tonnant; John Montague, to the Thistle; Justice Finley, to the Centurion.

Lieutenants James Mc. Dowall, John F. Morgan, H. C. Mercer, Roger Robinett, Anthony B. Valpy, Edwin Stanhope, to the rank of Commanders.

Lieutenants, &c. appointed.

William Arthur, to the Hotspur; Anthony Mark, to the Orestes; Henry Brett, to the Impregnable; Thomas Blisset, to the Larne; Thomas C. Barrow, to the Rivoli; Hon. George Barrington, to the Slaney; James Robert Barnes, to the Spider; F. S. Brisbane, to the Leonidas; George H. Boulby, to the Woodlark; Thomas Clark, to the Bermuda; Morgan Crofton, to the Duncan; John Cooke, to the Montague; M. G. Crofton to the Goliath; George Cheyne, to the Queen; Edware S. Colgrave, to the Jaseur; Cuthbert Daly, to the Granicus; W. B. Dobson, to the Tanais; J. T. Dawson, to the Iphigenia; John Dove, to the Araxes; H. D. Evance, to the Heron; R. P. Edwards, to the Philomel; John Farrant, to the Borer; William Finney, to the Slaney; Thomas Ferris, to the Tanais; John Finlayson, to the Myrtle; W. Grove, to the Hope; James G. Gordon, to the Queen; John Grant, to the Eurydice; W. H. Hull, to the Baun; Thomas S. Hall, to the Pompée; R. Hare, to the Spider; Abraham Hughes, to the Crescent; Henry Hoskins, to the Goldfinch; George F. Herbert, to the Ulysses; Richard John Head, to the Queen; R. B. Johnstone, to the Bermuda; H. J. W. Jervis, to the Pelorus; Robert Kingstone, to the Duncan; R. Morris, to the Union; W. Moriarty, to the Tyrian; H. C. Mercer, of the Tonnant, to command the Manly Sloop, as a commander; W. R. Noble, to the Charwell; David J. Nightingale, to the Favourite; Henry Nozer, to the Monmouth; M. Edmund Oakes, to be a Lieutenant; Joseph O' Brien, to the Sultan; R. C. Philips, to the Ulysses; Charles Paynter, to the Woodlark; W. Pilch, to be a Lieutenant; Thomas Penberthy, to the Slaney; Lewis C. Peters, to the Slaney; W. Southey, to the Aboukir; George Syme, to the Araxes; C. Simeon, to the Bulwark; J. Storey, to the Boyne; Robert Snell, (4) to the Baun; Edward H. Showell, to the Nightingale; Benjamin Shepherd, to the Pelorus; Thomas Stopford, to the Tyne; Thomas L. Reed, to the Apelles; W. M. D. Robinson, to the Mullet; John P. Tweed, to the Baun; W. J. Tulloh to the Banterer; G. A. Topper, to the Larne; John Thompson, to the Urgent; J. Thompson, to the Nimble; H. E. Temple, to the Sapphire; S. C. Umphreville, to the Fly; H. M. Williams, to the Chatham; James Wallace, to the Spey; C. Wood, to be a Lieutenant, and to the Plantagenet; J. Wallace, to the Fowey; E. Webb, to the Cephalus; Peter Wyberg, to the Briseis; James Walker, to the Leviathan.

Masters appointed.

R. Skinner, to the Leviathan; W. B. Curtis, to the Meander; H. Garratt, to the Favourite; W. Steed, to the Rosario; B. Hazell, to the Eurydice; John Read, to the Myrtle; F. Lappenburgh, to the Tigris; Thomas Martin, to the Ornen; Thomas Raymond, to the Menai; H. Fraser, to the Clorinde; J. Cowan, to the Sprightly; Thomas Laen, to the Crescent; C. Worth, to the Daphne; J. W. P. Pill to the Conway; W. Rickman, to the Sybille; George Millard, to the Tamar; W. Miller, to the Porcupine; R. Read, to the Nymphe; William Steer, to the Leonidas; Thomas Toddridge, to the Tyne; Wm. White, to the Swiftsure; J. Dillon, to the Cornwallis; George Dawson, to the Phœnix; John Font, to the Puissant; N. Squire, to the Warrior; James Allan, to the Orestes; James Geary, to the Dee; John Mitchell, to the Icarus; Charles Benson, to the Pompée; S. Shepherd, to the Pelorus; J. Douglas, to the Comus; E. Bransfield, to the Pheasant. Lewis John, to be superintending master at Portsmouth.

List of Midshipmen passed for Lieutenants.

Sheerness.—Thomas Evans, of the Gloucester; T. W. Brookholding, of the Quebec, George Sharpley, of the La Hogue; H. W. Richardson, of the Warrior; John Healey, of the Meander; William Hearle, of the Clorinde; T. R. Snow, of the Namur; G. Morrison, of the Poictiers.

Portsmouth.—Daniel Eale, of the Tay; Harry Dale, of the ——; Richard White, of the Leviathan; William Thomas, of the Swiftsure.

Plymouth.—Edward Yonge, of the Dublin; Garrett Barry, of the Centaur; Charles Turner, of the Weymouth; W. T. O'Dwyre, of the Hannibal; Henry Courtney, of the Royalist; A. Roberts, of the Royal George; John Wise, of the Medina; Frederick Hire, of the Pelorus; William Y. Gill, of the Queen.

Pursers, &c. appointed.

Joseph Shields, to the Heron; W. D. Garwood, to the Snap; R. A. Crown, to the Indian; Robert Ellis, to the Undaunted; W. P. Brown, to the Comus; W. Wiseman, to the Spider; Robert Conway, to the Boyne.

Colonel J. Timmins, royal marines, is called in from half-pay, to the Woolwich Division, *vice* Lieutenant-colonel Davy, appointed Lieutenant-governor of Van Diemen's Land.

Lieutenant John Campbell (2), to be Adjutant of the Portsmouth Division, R.M.

Rev. E. Holliday, to be Chaplain of the dock-yard at Sheerness.

Robert Gamble, Esq. late purser of the Victory, is appointed agent victualler on the North American station.

Surgeons appointed.

Dr. Vance to be surgeon of the Royal Hospital at Haslar, *vice* Stephenson, retired.

M. Power, to the Badger; George Clayton, to the Larne; Thomas Gray, to the Comus; David Mitchell, to the Leven; William Stenhouse, to the Valiant; James Cowan, to the Amaranthe; Thomas Reid, to the Nautilus; James Prior, to the Cyrus; Mark Cockburn, to the Leonidas, John Urquhart, to the Belvidera; William Shoveller, to the Cornwallis; John Macansh, to the Orpheus; William Burn, to the Edinburgh; James Stewart to the Baun; Thomas Keys, to the Imogene; G. A. Irwin, to the Magnet; Charles Linton, to the Fowey; John Lind, to the Warrior; G. P. M. Young, to the Pheasant; Alex. M'Glashan, to the Ulysses; William Hamilton, to the Vengeur.

Assistant-surgeons appointed.

Charles Ramsay, to the Iphigenia; Thomas Andrews, to the Porcupine; John Baird, to the Eurydice; James Boyle, to the Berwick; Patrick Butler, to the Vengeur; Alexander Fisher, to the Niobe; John Patchall, to be a supernumerary, to North America; P. H. M'Lean, to the York; Samuel Phillips, to North America; Abraham Courtney, to the Chesapeake; Charles Roberts, and John London, to the Ajax; Robert Morrison, to the Favorite; Edward West, to be hospital-mate at Plymouth; Corns. O'Friele, to the York; John Naughton, to the Vengeur; Robert Johnstone, to the Censor; John Cameron (1), to the Impregnable; Richard Warwick, to the Dee; John M'Clintoch, to the Rhin.

BIRTHS.

On the 22d. ult, at Stoke-Hall Newark, the Lady of Sir Robert Howe Bromley Bart. of a daughter.

On the 12th Instant, at Portsmouth, the Lady of Captain Robert Mends, R. N. of a daughter.

On the 12th Instant, at Hythe Kent, the Lady of Captain Peter Fisher, R. N. of a daughter.

On the 20th Sept. at Cowes, the Lady of Captain William Cumberland, R.N. of a Son, being her ninth child.

MARRIAGES.

On the 22d. Sept. Lieutenant Greaves, Royal Navy, to Lydia 2d. daughter of Edward Hallam, Esq. R. N.

Lately W. Coleman, Esq. of Chard-place, Kent, to Margaret, daughter of the late Captain Philip Beaver, R. N.

The Rev. James Saumarez, M. A. of Christ Church, eldest son of Admiral Sir James Saumarez, Bart. K. B. to Mary, second daughter of Vice-Admiral Lechmere.

Lately, the Reverend Hugh Littleton, of St. Winnol, to Miss M. S. Nash, of Torpoint, youngest daughter of Richard Nash, Esq. Purser of the Salvador del Mundo.

Lately, at Pentonville, W. H. Banks, Esq. of Ryde, Surgeon to Elizabeth, daughter of the late Captain Thomas Marshall, R. N. of Morpeth, Northumberland.

At Stoke Church, Archibald Cameron, Esq. Captain of the Coromandel East Indiaman, to Miss Mary Ann Stanbury, of Chapel-street.

Married, Mr. George Smith, Clerk in his Majesty's Dock-yard, to Miss Strictland, daughter of Mr. John Strictland, Yeoman, Kingston-Place, Portsea.

5th Oct. was married at Maker-Church, Plymouth, Capt. J. W. Maurice, R. N. (the gallant defender of the Diamond Rock and of Anholt), to Miss Sarah Lyne, of Plymouth.

8th Oct. was married, Lieutenant Hopkins, Royal Navy, to Miss M. Marshall, of Elsom, near Gosport.

11th Oct. was married, at East Bourne, by the Rev. Dr. Ravenhill, Capt. Robert M. Jackson, R. N. to Elizabeth Hodges, the youngest daughter of John Hodges, Esq. of Hill house, Tooting, Surrey.

On the 13th Oct. was married, Capt. Howe Mulcaster, R. N. (son of the late Major-General Mulcaster) to Sophia Sawyer, youngest daughter of the late Col. Van Cortlandt.

15th Oct. was married, at Cheltenham, Capt. Matson, R. N. to Miss Harrison.

15th Oct. was married, at St. Martin's in the Fields, Capt. Frederick Hunn, R. N. (son of Mrs. Hunn, of Bath, and half-brother of the Right Hon. G. Canning,) to Emma, only daughter of Vice-Admiral Pickmore.

DEATHS.

Lately of his wounds at Fort Fayette in Upper Canada Lieut. E. W. Buchan, Commander of the Lady Prevost Schooner.

Lately at Sheerness the Lady of Capt. Charles Austin of His Majesty's Ship the Namur.

Lately died, on the Coast of North America, Capt. Watts, of his Majesty's ship Jaseur.

Lately died, on the Coast of America, Capt. Everard, of H. M. Sloop Wasp; from which ship he had been recently promoted by the Admiralty.

Lately, at the Royal Hospital at Haslar, Mr. Millman, Midshipman of H. M. Ship San Domingo.

On the 31st Aug. at Bath, Arthur Philip Esq. Admiral of the Blue. This officer was the first established gunner of New South Wales, which situation he filled many years.

On the 31st August, suddenly, in the Prime of life, at Penzance, Captain James Woolridge, of the Royal Navy. This gallant officer commanded the Mediator frigate, under Lord Cochrane, at Basque Roads, and had the honour of breaking the enemy's boom, for which he was presented with a gold chain and medal, by order of the Lords of the Admiralty, but the wounds he received disabled him from serving his country again, he being obliged afterwards to resign the command of the Rainbow, which had been assigned to him in testimony of his gallantry.

Lately, was killed in heading a gallant party of seamen and marines, of the Menelaus, in an attack on a body of American troops posted near Fort Washington, Captain Sir Peter Parker, Bart., son of the late Vice-admiral Christopher Parker, and Captain of his H. M. S. Menelaus.

Suddenly, on the 20th Sept. at Tours (in France), Rear-Admiral Rogers. This highly esteemed officer arrived at Tours on the 17th, and spent that and the following day with Captain Lyons. On Monday the 20th, at three o'clock in the afternoon, he died suddenly in the arms of his niece, the Lady of Captain Lyons. The latter gentleman arrived three minutes after the melancholy event, accompanied by the Surgeon of the Depôt at Verdun, but the vital spark was entirely extinguished. —The late Rear-Admiral Rogers bequeathed 1000l. to the parish of Lymington for charitable purposes. He was addicted to acts of benevolence: the poor and the fatherless, and him that had none to help him, were always objects of his bounty.

Lately, at Ramsbury, Wilts, Captain Dobrée, R. N.

On the 8th Sept. in consequence of wounds received in action with the United States ship of war Wasp, Lieut. Pendegrast, first Lieut. of H. M. late Sloop Avon.

On the 14th Sept. Mrs. Parry of Fareham, Widow of the late Vice-Admiral Francis Parry, of Hythe, County of Southampton.

On the 24th Sept. at her father's house, Chelsea, Althamiah Jane, only daughter of Captain Butterfield, R.N.

Errata in our last:—In the letter signed, "*Albion*," p. 218, line 4, instead of by *those* cruisers, read, by American cruisers.

In Captain Flinder's memoir, p. 183, note, instead of John Atkin, acting-master read, John Aken.

BIOGRAPHICAL MEMOIR

OF

SIR GEORGE COLLIER, Knt.

VICE-ADMIRAL OF THE BLUE.

[Concluded from page 296.]

THE commanding officer of the detachment acquainted the Commodore, that after parting with the Rainbow in the Oven's Mouth, he had pursued his way up the river with all possible expedition: that when he got abreast of Witchcastle the day was just beginning to break, but that the storm and incessant rain enabled his boats to pass unobserved, as every body kept within doors from the badness of the weather: three or four miles above the town, he discovered the object of which he was in pursuit. She was anchored close under some very high land, and with hawsers fast on shore; the boats instantly boarded her without opposition, and having discovered a piece of cannon upon an eminence near the ship, he sent one of the boats and a party of men, who (with some trouble) got it down, and it was taken (by way of defence) into the mast-ship, though it proved of no use to them, from their having no ammunition. The captain and the crew were all made prisoners in their beds! they were well furnished with small arms, and were put on board to defend her in case of an attack, having a suspicion that the Rainbow would make the attempt; but the storm and thick weather made them apprehend they were perfectly secure whilst that lasted, and their surprise was extreme, at finding their ship taken without the least intimation or intelligence of an enemy's approach!

The first care of the Rainbow's officers was to endeavour to warp the prize farther from the land, but to their great sorrow they found her aground: however, they hoped at high water she would float, and that then they might get into a situation less subject to annoyance.

A boat was immediately sent to sound, and find out the proper channel; but the shoal water all round, and the astonishing intricacy of the passage out, made them almost despair of getting this valuable ship down the river, even if the rebels gave them no annoyance. In about an hour after they had possession, they were discovered by the enemy, and the alarm being given, great numbers of armed men began to shew themselves upon the heights over the ship.

The lieutenant who commanded the party began to find himself rather unpleasantly situated: however, he caused a barricado, ten feet high, to be built on that side next the shore, of thick planks (part of the loading), this precaution was very necessary, for they began to fire upon her soon after with musketry, which continued without intermission, as their numbers increased every moment.

The barricado, however, was an excellent preservative, and the enemy's small arms had very little effect: about two in the afternoon they were surprised with a cannon shot piercing through their palladium, and soon after, another, neither of which fortunately hurt any of the people, though it was a proof to the lieutenants that there was now no longer safety upon the deck. They then all went down into the hold, where by throwing overboard planks, and part of the lading, they could just find room to stow themselves and their men in safety; the prisoners were also secured below, and sentinels placed over them. The firing of small arms, and the piece of cannon, continued, from the enemy, but without any bad consequence; the officers now not only gave up all thoughts of bringing away the ship, but began to entertain great apprehensions for their own safety, whenever they should leave her: it was determined, however, not to make the attempt till after night-fall, that from the darkness they might be subject to less annoyance.

Upon examining their boats, they were fortunately found not damaged; about eleven at night, with great silence and caution, they began to get into them, having cut many holes in the bottom of the mast-ship before they quitted her, to prevent her being able to proceed on her intended voyage to France.

They had hardly put away from the ship's side, when they were discovered by their vigilant enemies, who not only thundered away with their musketry and cannon, but kept abreast as they moved down the river, which, from the innumerable shoals whereon they frequently grounded, they were enabled to do but very slowly; they at last came to the very narrow pass before mentioned, where from the voices they heard, the numbers of the enemy seemed very great; here, though exceeding dark, they were discovered by the rebels, who called to them, and with many curses told them they were "now caught and should not escape;" at this moment the cutter (being a little a-head of the flat-boat) found herself suddenly stopped, without being able to discover the cause; and immediately after the flat-boat run a-ground. They were then close to the enemy, who continued to abuse and curse them, keeping at the same time a continual fire from their small arms: their situation was now indeed become most critical and distressing, of which the boldest man present could not but be sensible! The fisherman who was taken in his little schooner a few days before by the Rainbow, was in the flat-boat with the lieutenant, being sent as a pilot; this poor fellow's heart sunk within him, at the fate that appeared inevitable when the boat grounded. He wrung with all the agonies of despair the hands of the officers near him, and told them his death now was inevitable. "I heartily wish you well, gentlemen (says he), but as to myself, I shall be hanged instantly on my being taken; they will shew me no mercy." The lieutenant advised him not to despair, and then directed some of the men to jump overboard, and endeavour to push the boat off the shoal. The fisherman darted forward, was one of the first in the water, and their efforts were successful! The cutter, about the same time, found the impediment to her going on, was a rope across, which (with some difficulty) the men cut through with knives; this moment was far more critical than they were aware of, for that rope was fastened to a boom which the rebels were then actually pulling athwart the passage, and two minutes more would have rendered every attempt to pass fruitless! The feelings of the pilot were now quite changed—the boats joyfully proceeded, and in half an hour got on board the Rainbow.

In this hazardous and dangerous enterprise, there were but three or four men wounded; for the flat boat being barricadoed all round by hammocks, was very effectually screened from small shot.

All that now remained, was to get down the river unmolested from the heights, close under which the channel lay, through which the ship was to pass. The militia, to the number of three thousand, were already come in, commanded by the same Colonel M'Cobb with whom Sir George had before some intercourse at Townsend. The Rainbow was obliged to wait for a favourable wind to go down the river, during which time a negociation was set on foot for a cessation of further hostilities till the Rainbow left the river: they demanded as a condition on their part, that two sloops should be given up which had been taken before Witchcastle, and likewise a parcel of masts which were stopped floating down the river; Sir George put an absolute negative upon both these requisitions,* and threatened to burn the town, if his offers were not immediately accepted. They were very loth to open the net in which they thought they had enclosed the Rainbow, but at last they consented to the offered neutrality, and then Colonel M'Cobb called in his parties, which had occupied the heights to annoy the ship as she went down, assisted by cannon, which their industry and revenge had made them bring from a considerable distance for that purpose.

Some days after, a favourable breeze sprung up; and as the Rainbow was just getting under sail, Sir George Collier sent for the two poor men to whom the empty sloops he had taken belonged. They had both large families, and these vessels were their chief means of subsistence; he restored the sloops to them as a gift, and desired they would always remember they owed that mark of generosity and munificence to an officer of their Sovereign, against whom their countrymen were waging war;" the poor people seemed the more impressed with the favour, from its being totally unexpected; they promised to behave as faithful subjects, and seemed grateful for the kindness shewn them.

The Rainbow went safe and unmolested down this dangerous river, and so ended an enterprise replete with hazard and difficulty.†

The remainder of this cruise consisted in taking several prizes, and recovering some ships which the rebels had captured, and were sending into Boston: returning along the coast of New Hampshire, he chased a fleet of small vessels into a harbour near Damascotti, and the rebels coming down to defend them, he set fire and burnt the whole, consisting of fifteen or sixteen schooners, brigs, and sloops.

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* Not from their intrinsic value, which was scarce any thing, but from the appearance of fear with which it would impress the enemy of their being seized.

† When near the mouth of the river, Sir George sent for the pilot who had carried the Rainbow up, and presented him from himself with 50 dollars; he gave the fisherman 40 dollars who was in the flat-boat, and then at their desire landed them on the shore.

An epidemical disease began now to rage with great violence in the ship, insomuch that the number of sick were full half of the complement; it became therefore indispensably necessary to return to Halifax as soon as possible: accordingly the Rainbow proceeded towards that port, but the sick still rapidly increasing, left scarcely sufficient men to navigate the ship; in this scene of distress, the Rainbow was obliged to take shelter in any harbour in Nova Scotia that was near, whenever there was an appearance of bad weather approaching; in putting to sea from one of these (called Margaret's Bay) a thick fog came on, attended with a calm; this circumstance drove the Rainbow into the most imminent danger, for a strong current set her (during the thick weather) close to a reef of sunken rocks, on which it was with the utmost difficulty they could prevent her being lost; for the bottom was sharp pointed shoals which cut the line through every time they attempted to sound; this escape was a very narrow and extraordinary one: nothing else of consequence happened, till the ship arrived at Halifax, where the sick were immediately sent to the hospital, and effectual means used to purify the inside, by washing every part with vinegar, and burning fireballs in the hold, composed of beaten gunpowder, vinegar, and tobacco.

The gunner's mate of H.M.S. Fox having been tried by a court martial, and found guilty, for encouraging and assisting the rebels during the late chase of Manley's squadron, he was ordered to be executed, and was accordingly hanged on board the Rainbow. Had such just punishments been constantly inflicted on traitors when taken, it would have effectually stopped the progress of rebellion,* and the King's service experienced infinite advantage from the measure.

As soon as the sick men were recovered, and that the season would admit of cruising, Sir George Collier went in the Rainbow off Boston. The intense cold weather and snow storms made it, however, very dangerous, and the ship had several times narrow escapes of being lost, particularly once, when in chasing a French man of war into Boston harbour, a snow storm came on so suddenly and thick, that it was with the utmost difficulty he could clear the land, and anchor under the promontory called Cape Cod.

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* The page of history affords many important instances of the total failure of coercive measures; and but few indeed, where any very considerable insurrections have had place without just cause for resistance, and without ultimate triumph. The Swiss Cantons—the Belgic Provinces, present a glorious example of successful resistance to cruelty and oppression; and more recently, the expulsion of the French from Spain. It is the decided opinion of all our ablest statesmen and most impartial historians, that the Americans were fully justified in resisting taxation without sharing in the representation of the people by whom they were to be taxed: and, to the very moment of appealing to the sword, the Americans earnestly petitioned for redress. A dignified and conciliatory tone would have healed the breach, and saved the thirteen states from being lost to us, but *coercive measures* were preferred, and thousands of German mercenaries bought or hired to wage war on the revolted provinces. And what was the result? At the present moment, coercion is again the favourite theme;—it will be wise to beware, lest the flames we are kindling in America should ignite the slumbering embers that are by no means extinguished nearer home, and European hostilities should grow out of a too ferocious and protracted war with the United States.—EDITOR.

Sir George was again singularly fortunate during the summer of 1778, in taking prizes from the enemy, and recovering valuable ships for the merchants, which had been captured by the rebels; amongst the latter was one called the Martha, laden with bale goods to the amount (as was supposed) of eighty thousand pounds: she had been taken near the English Channel, on her voyage from London to New York, by the rebel frigate Boston, in her way to France, with Mr. Adams, who being going there on important business from Congress, would not permit the loss of so much time as staying with this valuable prize would have occasioned; by which means she fell in the way of the Rainbow, who chased and retook her within two miles of the coast of New Hampshire.

Understanding from intelligence given by a fishing vessel near the Island Mahagan, that another large ship, laden with masts for France, was ready to sail from the River Sheepscut (up which the Rainbow went the preceding year, as has been related), Sir George cruised off the mouth of it for many days, in hopes of intercepting her, keeping at such a distance by day from the shore as not to be discovered, and in the night causing a small armed schooner, with a detachment of seamen and marines, to keep near the river, that she might not escape in the dark; after waiting for about a week, every body's patience was almost exhausted, and Sir George began to imagine his object had by some means escaped him: he took the resolution therefore to send eighty determined men, under command of Lieutenant Haynes (who had so gallantly conducted himself in the former enterprise), in the armed schooner a few miles up the river (followed by the Rainbow), that some intelligence might be procured whether the mast-ship was still there, and to attack her if it could be done with a prospect of success.

The schooner accordingly set forward in the night, and the Rainbow followed slowly towards the entrance of the river; but when the ship was within a mile of the mouth of it, and entangled amongst breakers and shoals, a thick fog came on, and occasioned great danger of her being lost; it continued the remainder of that day and night, and with very little wind: Providence, however, was again gracious in protecting the Rainbow from the perils that surrounded her, for she got at a greater distance from the land without having struck upon any of the sunken rocks.

The following morning being clear and bright, the Rainbow again steered towards Sheepscut River, to support and protect the little tender; as she proceeded, a very pleasing sight presented itself; a lofty ship with top-gallant-sails appeared coming out, and the little schooner close by, escorting her!

They soon joined the Rainbow, and Sir George had the satisfaction of finding he had at last got possession of what he had been so long looking for: she was a large French ship, called Le Marquisse de la Fayette, laden with masts, spars, plank, &c. bound to Nantz; had a tier of guns, and was about 500 tons burden. Lieutenant Haynes acquainted the Commodore, that soon after the schooner had got into the river, the thick fog had obliged him to anchor; that observing a boat passing, he had sent and seized her, but could get no information from the men, except that there was a ship at anchor above the schooner, but they could not tell what she was, or where she was bound: the lieutenant had hardly done examining the prisoners, when another small boat approached, hailing the schooner, and asking where they came from? Mr. Haynes * with great presence of mind told them he was a privateer called the True Blue, from Boston; with this the men seemed satisfied, and pulled away, but lost themselves (as it afterwards appeared) in the fog; the boat actually belonged to the Marquisse de la Fayette, who was at anchor near them; the French captain being very vigilant, had kept a man during the fog at the mast-head, to look round; the vapour being very dense and low, did not prevent the upper part of the schooner's masts from being discovered, though they could see nothing of the hull; alarmed at evey new appearance, and hearing they had a pretty vigilant enemy in the offing (for the Rainbow had been discovered by the fishing boats), the French captain sent his pilot (who lived close to the place) to learn what the strange vessel was, and return back. He accordingly came within hail, and received the answer before related. The deception, however, by no means passed, for the pilot was too cunning to be taken in by it, when he rowed away: whether he really lost his way in returning to the ship (as he said) or whether he thought it most prudent to take care of number one (which is not unlikely) is a doubt, but it is very certain he got on shore, and never returned to communicate his suspicions to the French captain.

Lieutenant Haynes having learned from the prisoners nearly where the ship was at anchor, proceeded towards her through the fog, and was not discovered until they were very near her; a minute after brought the schooner alongside, when the English marines, with bayonets fixed, presented a terrible sight to the affrighted people upon deck, amongst whom was Mr. Bethune,* a Boston gentleman of considerable property, who was taking that opportunity of going to France, on his way (as he said) to England.

It was a proof of the good discipline the men were under, that a whole line of loaded arms were presented, at the same time the seamen boarded with pistols and pole axes, yet not a drop of blood was shed, and the prize taken without any mischief done.

Sir George ordered this ship to proceed to Halifax with proper people to navigate her, but on her way there she was chased by a rebel cruiser, who followed her to such a distance off Nova Scotia, that the officer who had charge of her thought it would be most prudent, as the wind was fair for England, to proceed there; he accordingly had a good passage, and arrived safely at Portsmouth with the prize.

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* First lieutenant of the Rainbow.

† A descendant of the great Duke de Sully.

Sir George Collier, after this, went again to Townsend harbour, and procured some water and a few sheep for the sick men. He then continued his cruise, destroying and taking several rebel privateers and other prizes; the Rainbow had impressed the coasting vessels with so much terror, that they could not be prevailed upon to come out of the harbours, and the rebellious inhabitants of Boston were put to great inconveniencies for fuel, as the price of fire-wood advanced (from few coasters arriving) most enormously.

The cold weather was more intensely severe the ensuing winter at Halifax (1778) than had ever before been known since the settlement had been made; the quicksilver sunk to 40° below 00, and the very ink froze, when writing near a large fire!

The 30th November the Rainbow had a very narrow escape of being burnt by a large French prize, which appeared in a blaze about two o'clock in the morning. She drove so near, as to melt the pitch upon the Rainbow's bends; the harbour was at that time full of ships, yet they all providentially escaped, and the vessel in a fierce blaze (for she was laden with sugar) was set by the tide over to the eastern battery, where she grounded, and burnt to the water's edge.

Nothing else of importance happened before the close of the year: the inhabitants on the frontiers of Nova Scotia remained in tranquility and safety; the people of Machias, finding they were exposed to chastisement, gave up all intentions of annoying their loyal neighbours—the small rebel privateers with which the coasts near Halifax swarmed, were now no longer heard of; more than thirty of them had been taken or sunk, which deterred others from making attempts they found attended with so much hazard, and little probable advantage; the trade of Halifax, by this means, flourished; and the important fishery of Canso, from the protection given by the men of war, was carried on more considerably than ever, and to the great advantage and profit of the merchants concerned in it.

In this prosperous and tranquil state was the colony of Nova Scotia, when about the middle of February Sir George received the important news (by a vessel sent express to him from New York), of the recall of Rear-admiral Gambier* (who had succeeded Lord Howe†) and of Sir George being appointed Commodore and Commander-in-chief of all his Majesty's ships and vessels in America.—His presence being necessary at New York as soon as possible, he used the most speedy means for his departure, which took place on the 7th March, in company with the Hunter, and several sail of transports, with troops for that place.

Sir George, at taking leave of the colony, had the satisfaction of again receiving the most convincing proofs of their sensibility of the services he had rendered them: he was waited upon by deputations from the council, and likewise from the merchants, who all testified their concern at his departure: he was honoured likewise by an affectionate visit of adieu from General Maclean (who commanded the troops), accompanied by all the field officers of the garrison. The House of Assembly were not at that time sitting.

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* Father of the present Admiral Lord Gambier.

† Lord Howe gave up the command partly from feelings of disgust, and no less from the fear of sullying his professional character, by having so incompetent a force for the duties he had to perform, and being so very ill supported by the then Board of Admiralty.

A boisterous passage at that season of the year was to be expected, and it was extremely so; incessant storms and intense cold, together with foul winds, made it the 3d of April before the Rainbow could reach New York; some of the transports separated in snow storms, and one of them, in which were one hundred and seventy fine troops, with women and children, unhappily struck upon the Barnegat shoals (near Egg Harbour) and was lost; all on board perished, except twenty-seven, who climbed up the shrouds and masts, until they were saved by rebel boats, and carried prisoners to Philadelphia.

A day or two after Sir George Collier's arrival, Rear-admiral Gambier sailed for England in the Ardent, carrying also with him three of the best frigates, notwithstanding he knew the great want of ships in America: the Raisonable, of 64 guns, arriving at New York from Rhode Island, Sir George hoisted his broad pendant on board her.

One of the first objects of the Commodore's attention was to make himself master as near as could be of the true state of the ships under his command, but the closer he inspected particulars, the greater was the mortification he received: the noble fleet of near a hundred sail of men of war, which had been a year or two before there, under the command of Lord Howe, were now the major part of them vanished: numbers of those had been wrecked, foundered, and otherwise lost; many had been sent to England, and were not replaced; seven were destroyed at one time, by D'Estaing, at Rhode Island, so that the fleet which remained under the command of Sir George was not only extremely reduced in number, but scarcely three ships amongst them were in a condition of service, being very foul for want of cleaning, and all very ill manned; whilst the privateers sailed in shoals from New York, full of men, and frequently inveigling those belonging to the King's ships to desert and join them.

Sir George Collier saw with concern that he was invested with almost a nominal command, and without power; being charged with protecting the King's settlements, and carrying on the war along a most extensive continent (his jurisdiction reaching from the North Cape upon the Island of Cape Breton, to the Bahama Islands to the southward), without half the number of men of war necessary to form a chain of cruisers, much less to relieve them, or to have a spare ship for occasional services. Many of the guard-ships stationed in rivers and bays for the protection of navigation, or of posts, had been there between two and three years, and were ready to sink for want of caulking and repairs: the men of war at Georgia, were rotten and leaky for the same reasons, and the men starving for want of provisions, which for causes Admiral Gambier could best explain, had not been supplied in proper time; to add to their uncommon distress, he had judged it right to send the victuallers for their relief, the ordnance stores for the garrison, and some large ships with rich cargoes (bound there) without the escort of any man of war, and conducted only by a merchantman of 20 guns! This intention was publicly known a month before they sailed; and the consequence was, that the rebels at Boston sent three of their cruisers to wait for the convoy, who accordingly met with and captured the whole, without the least resistance whatever! A most severe blow, which ruined some considerable merchants, and had very near been attended with the most fatal consequences to the King's ships and garrison in Georgia.

Such was the distressing and painful situation in which Sir George found things, when he assumed the chief command; he had every thing to apprehend, and very little to hope; the memory of his former exertions he dreaded would be erazed by the too great likelihood that the enemy might take advantage of his imbecility, and the wretched state and arrangement of his fleet, which rendered it impossible for him to give proper protection to commerce, or prevent insults to the King's settlements.

These reflections were succeeded by others, that however deficient the force was, committed to his direction, it was nevertheless incumbent on him to employ it in the best manner possible, for the service of his country; "that merely acting on the defensive was not only disgraceful to the King's cause, but would give fresh vigour to the rebels, and draw on attacks from them:" "that the way which seemed most feasible to end the rebellion was, cutting off the resources by which the enemy carried on the war;" "that these resources were principally drawn from Virginia, by her trade in tobacco, &c. that an attack of that province, and the shutting up the navigation of the Chesapeak, would probably answer very considerable purposes, and if not of itself sufficient to end the war, would drive the rebels to infinite inconveniencies and difficulties, and especially as Washington's army was constantly supplied with salted provisions sent by water through the Chesapeake.

After the most mature consideration, the Commodore was convinced of the great use as well as facility of that enterprise, and he communicated his opinion upon it to Sir Henry Clinton (the commander-in-chief of the army), who acknowledged great advantages to the King's affairs might be derived from it: he lamented that the feeble state of the army with him, would not admit of his sparing many troops, until he had reinforcements from England, for which reason the intended attack could be only desultory; but he consented to send any number Sir George might think necessary, provided they did not exceed two thousand men.

Where people have the same object in view, matters are easily adjusted and settled: Sir Henry Clinton was always zealous to promote the King's service; this enterprise was therefore soon planned, and the necessary orders issued for the men of war, the troops, and the transports, to be in readiness; the Commodore determined on going himself, and General Matthew, of the Guards, was appointed to command the troops.

The regiments that embarked, were the Guards, Prince Charles's Hessian regiment; Royal Volunteers of Ireland; and the 42d; amounting in the whole to one thousand eight hundred men, besides artillery, &c.

The men of war consisted of the Raisonable, Rainbow, Solebay, Otter, Diligent, Haerlem sloop, and Cornwallis galley; together with twenty-eight transports: the Solebay, however (though she could be ill spared), was countermanded, and ordered to reinforce the convoy going with victuallers and stores to Georgia, in the room of those which Admiral Gambier sent, and who were taken entirely from the circumstances of their having had no convoy!

The 5th of May the men of war and transports all got safe over the bar at Sandy Hook, and with a favourable wind pursued their course to the southward.

The passage was uncommonly fortunate; for on the 8th, the Capes of Virginia were discovered, and the same evening the fleet anchored amongst the shoals of Willoughby's Point; where, though a most terrible and severe thunder squall came immediately on, none of the ships received any damage.

The want of a sufficient number of men of war obliged Sir George to accept the offer made by the owners of several privateers, of receiving them under his command, and employing them on such occasional services, as they might be fit for; in passing the Capes of Virginia, the Commodore ordered the Otter and some of these light infantry armed vessels, to push up the Chesapeake, and the same night a considerable firing was heard from that quarter.

At dawn of day next morning some rebel gallies were discovered making their escape up James River from Hampton Road, where, soon after, the Raisonable anchored, being unable, through her great draught of water, to proceed further. The Commodore, however, immediately left her, and went on board the Rainbow, where he hoisted his broad pendant, and led the fleet as high up Elizabeth River as the tide would admit, but falling calm the signal was made to anchor, which the fleet obeyed. Early next morning, Sir George proceeded up the river in a small armed schooner, to reconnoitre the fort, and to get information (if possible) of the enemy's strength; having seized two of the inhabitants, he learned that the rebels had very few troops in that neighbourhood, the present visit being totally unexpected.

The calm still continuing, the ships were not able to move; but the first division of troops went into the flat boats, led by Sir George Collier and General Matthews, in the Rainbow's barge, and covered on the flanks by the Cornwallis galley and several gun-boats, carrying a six or nine-pounder in their prows.

A breeze springing up before the boats had advanced two miles, the ships weighed their anchors and followed up; the sight was beautiful, and formed the finest regatta in the world. Signals were occasionally made from the Commodore's barge, to advance, or to halt, by the display of a small red or blue flag; had there been a necessity for retreating, a white one was to have been shewn.

When the leading boat was within less than musket-shot of the intended place for landing, a signal to halt was made; the galley and gun-boats then advanced, and kept up a warm cannonade towards the shore for several minutes, which the rebels returned from the fort, but most of their shot fell short: on the gun-boats ceasing firing, the troops pushed ashore at a spot called the Glebe, about a mile from the fort, and landed without the least opposition; the flat-boats were then sent back to the transports for the second division, which, together with the artillery-horses, and some baggage, were safely landed the same evening. It was agreed between the Commodore and General, that a joint attack upon the fort by sea and land should be made early in the morning; the Rainbow to batter it from the river, and the troops to storm it at the same time: every thing was prepared for the attack, but the enemy, with great cowardice, abandoned it in the night, and fled, leaving the thirteen stripes flying. The troops soon took possession of the rebel's works, which were found of astonishing strength towards the river, the parapet was fourteen feet high, and fifteen feet thick, surrounded with strong timber dovetailed, and the middle part filled with earth, hard rammed. A great number of heavy cannon were taken in the fort, with ammunition, provisions, and every necessary for defence: the town of Portsmouth, within half a mile of the fort, was taken possession of at the same time; Norfolk, on the opposite shore, and Gosport, where the rebels had established a very capital marine yard for building ships, were all abandoned at the same time by the enemy, and the men of war moved up into the harbour, where they were moored.

The enemy, previous to their flight, set fire to a fine ship of war of 28 guns, ready for launching, belonging to Congress; and also to two large French merchantmen, one of which was loaden with bale goods, and the other with a thousand hogsheads of tobacco.

The quantity of naval stores of all kinds found in their arsenals, was astonishingly great; many vessels for war were taken on the stocks in different degrees of forwardness; one of 36 guns; one of 18; three of 16 three of 14; besides many merchantmen: the whole number taken, burnt, and destroyed, whilst the King's ships were in the river, amounted to one hundred and thirty-seven sail of vessels! a most distressing blow to the rebels, even without calculating other losses.

A great deal of tobacco, tar, and other commodities, were found in the warehouses, and some loaden merchantmen were seized in the harbour. Many of the privateers and other vessels fled up the different branches of the river, but as there was no outlet, the Commodore either captured or destroyed them all.

The town of Suffolk, famous for their sedition, and for banishing every loyal inhabitant out of it, was also taken: nine thousand barrels of salted pork, which were stored there for Washington's army; eight thousand barrels of pitch, tar, and turpentine, with a vast quantity of other stores and merchandise, were all burnt and destroyed, together with seven vessels in the harbour richly laden, none of which could be brought away, as several bodies of armed rebels appeared in the neighbourhood.

The damage the enemy sustained in various parts of the province by this enterprise, was immense indeed! Numbers of the inhabitants began to think it was time to make submission to their offended Sovereign, and the Commodore and General had innumerable applications for that purpose.

The little squadron of light armed vessels, with the Otter, had considerable success; they took some schooners and sloops laden with tobacco, and kept the rebels on the banks of the rivers in constant terror and alarm; they had, however, positive orders from the Commodore to do no wanton acts of cruelty; not to burn houses; or in any shape molest innocent people; but in spite of every endeavour to prevent it, some little irregularities happened; the privateers had no idea of order or discipline, and Sir George found it extremely difficult to restrain these lawless people within any decent bounds:* amongst the rest of their cruel and wanton mischief, they set fire to the houses of four poor families near Cheriton, in Northampton County (upon the banks of the Chesapeake), which had been mostly esteemed as a loyal district. Such outrages, especially when unprovoked, must always give pain to humanity: a small sloop, laden with salt (a scarce and dear commodity in America) had just been seized by one of the Rainbow's boats, up a branch of the river; the commodity was useless to the fleet, but of great value to the inhabitants; Sir George sent this vessel and salt under a flag of truce to Cheriton, with the following note, *viz.*

" *Rainbow, in Portsmouth Harbour,* 17*th May,* 1779.

" Sir George Collier having with great concern just learned that a New York privateer has acted so contrary to humanity, as to burn four houses belonging to poor people near Cheriton; Sir George will cause his disapprobation and abhorrence of such practices to be signified to those who have been guilty of it; and commiserating the case of the unhappy sufferers, he has directed a small vessel laden with salt to be sent to them, as some retaliation for their losses."

A week after the boat and flag of truce arrived with the following letter from the lieutenant of the county of Northampton:—

" SIR, " *Fort Simpson,* 24*th May,* 1779.

" Your letter addressed to the people who had their houses lately burnt by a privateer, near Cheriton, hath fallen into my hands, together with the sloop and cargo mentioned in the same: of the four houses which you suppose to be burnt, one only was quite consumed; the others were happily extinguished, one or two of them being first plundered. I will cause an exact and faithful estimate to be made of the loss sustained, and your bounty to be impartially divided, according to their several losses; the sum may not perhaps be adequate to their whole loss; but, however, give me leave to say, that I cannot express my feelings at this signal instance of humanity, especially as it is the first of the kind that hath fallen under my observation; though numberless have been the sufferings of the people on this shore, of the same nature.

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* These remarks do the greatest honour to the memory of the brave man from whom they proceeded. From the whole tenor of his conduct, it is evident, that whilst as a military officer he followed his orders in destroying the enemy's navy and commerce, that he sympathised with the sufferings of individuals, and never failed to alleviate them where it was in his power. With respect to private ships of war, in the present state of our navy, they might well be dispensed with, and letters of marque granted to trading vessels alone.

"I am, Sir, your most obedient servant,

Isaac Avery,
County Lieutenant of
Northampton."

"*To Sir George Collier, Commodore and Commander-in-chief of the British Fleet in America.*"

The following note was at the same time brought by the flag of truce, together with eight lambs, which Sir George caused to be given to the sick men :—

"Several gentlemen very respectfully present their compliments to Sir George Collier, and beg leave to present him by the bearer hereof with eight lambs: We are, with all due respect,

"Your most obedient humble servants,

Geo. Savage.
Henry Grey.
Daniel Robert Hoal.
T. L. Fulwell."

The Commodore having received an account from the captain of his Majesty's ship Raisonable (who, from her draught of water, could not proceed higher than Hampton Road), that three persons, whom from some particular circumstances he suspected as spies, or upon some sinister designs, had come on board the Raisonable, under sanction of a flag of truce, with the undermentioned paper from the titular governor of Virginia; he had therefore caused them to be detained, till he had Sir George's directions concerning them.

"*In Council*, 13*th May*, 1779.

"Permission is hereby given to Captain Peter Burnard, to go with a flag of truce on board his Britannic Majesty's ship now in Hampton Road, and make application to the commander-in-chief of the British squadron in Virginia, to obtain the restitution of four Negro slaves, said to be on board some of the British ships, and belonging to Wm. Armistead, Esq. of Glocester County, and run away from him.

P. Henry."

The Commodore caused it to be signified to P. Henry, that the business of his Sovereign's ships in Virginia was, neither to entice Negro slaves on board, nor to detain them if they were found there; nevertheless, his

Majesty's colours in all places afforded an asylum to the distressed, and protection upon supplication.

That he, however, could not seriously imagine three gentlemen would come upon so insignificant an errand as they pretend, but that they were sent by Mr. Henry, as spies; notwithstanding which, as they had approached under the sanction of a flag of truce, it should not be violated, but they, suffered to return; with an injunction, not to venture again to gain intelligence through a channel which ought to be sacred, and never prostituted to such purposes.

General Matthews having made application to the Commodore, that the troops might be re-embarked on the 24th May, in order to return to New York, Sir George "endeavoured to dissuade that measure being carried into execution till the return of the express he had sent to the commander-in-chief of the army, to whom he had wrote in very strong terms, pointing out the infinite consequence it would be to the King's service, the keeping possession of Portsmouth, as the doing so would distress the rebels exceedingly, from their water communication by the Chesapeake being totally stopped, and by which Washington's army was supplied with provisions, and an end put to their foreign trade; that the natural strength of the place was singularly great, both by land and sea, and might be maintained with a small force against a very superior one;* that the marine yard was the most considerable in America, and the quantity of seasoned oak-timber there, for ship-building, very large; which, as well as a vast deal of other stores, could not be carried off for want of vessels, but might be sent by degrees to England, where it was much wanted; that the favourable disposition of the province seemed to promise very happy consequences from cherishing it, and by shewing the King's faithful subjects in Virginia, that they were not abandoned, but would be encouraged and protected. That the delay could not be great at any rate, to wait Sir Henry Clinton's answer to this representation, as it might be expected every day."

General Matthews, however, conceiving himself tyed down to the letter of his instructions, did not care to recede, and preparations were therefore made for abandoning this valuable settlement: as many of the naval stores as could be carried away, were shipped off, but great quantities were unavoidably left behind, and set on fire: the conflagration in the night appeared grand beyond description, though the sight was a very melancholy one; five thousand loads of fine seasoned oak knees for ship building; an infinite quantity of plank, masts, cordage, and numbers of beautiful ships of war on the stocks, were all, at one time, in a blaze, and all totally consumed, not a vestige remaining but the iron work, that such things had been! †

The fort, which had forty-eight embrasures, took great labour of the pioneers and troops to destroy, which, with the other batteries, was at last (by the help of fire) effectually done, together with the large and spacious barracks. Nothing then remained but to re-embark the men, which was done from the spot where the fort had stood, in the following order:—

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* It is surprising that Earl Cornwallis, with his army, did not take post here, instead of Old York, where the adjacent high grounds overlooked his works.

† Two years afterwards, the great importance of this post was discovered, and a considerable force sent from New York to recover it.

Hospital.—Baggage.—Horses.—Artillery.—Cavalry. — Prince Charles Hessian Regiment.—Forty-second Regiment.—Volunteers of Ireland.—Guards.

The embarkation was covered (as in landing) by the Cornwallis galley, and four gun-boats, but the rebels never appeared in force, nor made any attempts to molest them: every thing being got on board, the ships weighed and proceeded down Elizabeth River, the prizes first, then the transports and the men of war bringing up the rear: the town of Portsmouth was spared, and but few of the houses were pillaged; some, unavoidably, were so, in spite of every care to prevent it; the rebels, however, as the last of the ships were weighing, treated them with a few cannon-shot from field-pieces, which they had brought down to the water side, but without doing any essential mischief: that night the fleet joined the Raisonable and the small flying squadron from the Chesapeake, in Hampton Road, and the next morning the whole proceeded to sea with a fair wind.

The day following the express boat, which the Commodore had sent to Sir Henry Clinton, joined him, and brought his answer, which was now of no consequence, as the evacuation of Portsmouth had taken place—a fatal and unfortunate measure, universally regretted by all who were acquainted with its great importance, and the advantages which would have resulted to Great Britain from its being in possession of the King's troops.

The third day in the evening, after leaving Virginia, the whole fleet anchored before New York, with all the transports and prizes: a more fortunate expedition, or achieved in less time, was never known:* when Lord Howe went to the Chesapeake (two years before), his passage took up seven weeks and three days; in the present one, the winds and every circumstance were so propitious, that the whole time from sailing to the return of the fleet, was no more than twenty-four days, in which interval the damage sustained by the rebels, was upwards of a million sterling!

Sir George finding a large part of the army at New York ready to go up the North River with Sir Henry Clinton, to attack some posts of the rebels, very readily took a part in the enterprise; he accordingly weighed next morning with the men of war and transports (which he had brought from Virginia), and proceeded with them till he was abreast of Tarry Town (forty miles above new York); at this place he left the Raisonable, on account of the shallowness of the river, and with Sir Henry Clinton went on board the Camilla frigate, in which he continued, advancing about twenty miles higher, and then anchored with the fleet, in sight of the rebel posts at Stony Point, and Verplanks.

These works are on different sides of the river, which in that place is about one thousand three hundred yards across: Stony Point is an immensely strong elevated situation, but the fortifications were not half completed. Verplanks, or Fort la Fayette, was a very small but regular work, consisting of pallisadoes, a double ditch, parapets, and a wooden block-house in the centre, which was bomb-proof: these posts were erected to cover a pass of importance, called King's-ferry, by which the communication was preserved between the northern and southern colonies, without a tedious and troublesome passage higher up, over the mountains.

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* Celerity of motion seems to have been a leading trait of this officer's disposition.—(EDITOR.)

The troops landed on different sides of the river; those destined for the attack of Fort la Fayette were commanded by General Vaughan; the others by General Pattison (of artillery), but Stony Point gave him no trouble, for the rebels abandoned it on the appearance of the fleet, setting fire before their flight to an unfinished block-house on that height: the King's troops soon took possession, and with great diligence dragged mortars and some heavy cannon up the perpendicular steep; the seamen assisted, and two 24-pounders, and two 18-pounders, were furnished from the men of war.

The batteries very soon opened against Fort la Fayette; the Camilla and Vulture, together with three gallies, joined in the cannonade; the rebels returned it briskly from the few guns they had mounted, but the contest was unequal; at night the Commodore sent the Vulture and a row galley past the fort, to cut off their retreat by water, and it had that consequence. General Vaughan invested the place closely by land, and the garrison (a small one) then beat the chamade, and surrendered prisoners of war.

These were all the operations at that time on the North River; the King's troops remained in possession of these posts, by which the rebels were forced to make a *detour* over the mountains, more than sixty miles, instead of crossing the river at King's Ferry. Sir Henry Clinton directed that Stony Point (impregnable almost by a natural situation) should be strongly fortified, and he and the Commodore, with the remainder of the troops and ships, proceeded down to New York.

Within a few days afterwards, a new expedition was concerted against the province of Connecticut, which had all along shewn itself very inveterate against the King's faithful subjects; the transports with the troops on board, dropped down the East River (passing Hell-Gates), and anchored at the entrance of the Sound: Major-general Tryon, governor of the province of New York, a brave and gallant officer, was named to command the land-forces, and Sir George Collier, anxious to assist in every enterprise where the enemy could be attacked, took on himself the command of the fleet, which consisted of no ships larger than frigates, from the difficulty and danger of the passage at Hell Gates; the Commodore joined the fleet in Huntingdon Bay, and the 11th July weighed from thence, and anchored before Newhaven, the capital of the province of Connecticut: the landing was effected without loss; the first division of the troops, commanded by Brigadier-general Garth, got on shore (under fire of the cannon from the smaller ships and galleys), about five miles from the city; the second division, with General Tryon, proceeded in the flat-boats (under the direction of the Commodore), to the other side of the harbour, where they were briskly cannonaded by the fort, and the landing opposed likewise by some companies of riflemen,* who concealed themselves in the bushes: in this division several men were wounded; amongst whom were two in the Commodore's barge; but the troops got on shore with less injury than might have been expected: a good deal of straggling fire took place between the rebels and the King's troops, as they advanced, and General Garth lost a great many men in his march of about six miles; he got (at last) into the town of Newhaven, though his people were very heartily jaded by severe service, and a hot, fatiguing, hasty march.

Most of the rebels quitted the town; and General Garth remained in possession; but the number of rebels in the environs increased every moment, and a very formidable attack was expected during the night.

Soon after landing, General Tryon began his march towards the fort, which was hastily and cowardly abandoned by the enemy, at his approach, and immediate possession taken of it by the King's troops: he proceeded on to a neck of land opposite to Newhaven, where he took post that night, having a free communication by boats with the first division under General Garth.

Great care was taken to prevent disorders which often attend a place taken as this was, without terms; such inhabitants as remained in their houses, had a centinel at their doors granted them, to prevent any irregularities; but even this mark of indulgence was treated with the baseness and treachery inherent in these people; the very centinels fixed as their safeguards were villainously shot and murdered from the upper windows! their inveteracy extinguished even their feelings of humanity, if they ever possessed any; Colonel Parker (of the Guards), being dangerously wounded by a musket-ball in the body, was carried into one of their houses to be dressed; when the operation was over, and the surgeons were conveying him out, to be sent on board, he was inhumanly fired at from the windows of the very house in which he had been dressed!

The Commodore (Sir George Collier), besides two or three very narrow escapes in landing with the troops, was nearly shot afterwards from the windows, by rebels, when walking with several officers through the streets of Newhaven.

This place is a spacious and very considerable town; it has the largest University in America, and might with propriety be styled the parent and nurse of rebellion: it was in this seminary that those arch rebels, Hancock, Adams, Warren, Otis, and Deane, had their education.

The Commodore and Major-general Tryon issued the following Proclamation at landing:—

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* Riflemen are excellent marksmen with rifle-barrelled guns.

"By Commodore Sir George Collier, Commander-in-chief of his Majesty's Ships and Vessels in North America, and Major-general William Tryon, commanding his Majesty's Land Forces on a separate Expedition.

"ADDRESS,

"*To the Inhabitants of Connecticut.*

"The ungenerous and wanton insurrection against the Sovereignty of Great Britain, into which this colony has been deluded by the artifices of desperate and designing men, for private purposes, might well justify in you every fear which conscious guilt could form respecting the intention of the present armament.

"Your towns, your property, yourselves, lie still within the grasp of that power whose forbearance you have ungenerously construed into fear, but whose lenity has persisted in its mild and noble efforts, even though branded with the most unworthy imputation.

"The existence of a single habitation on your defenceless coast, ought to be a constant reproof to your ingratitude: can the strength of your whole province cope with the force which might at any time be poured through every district in your country?—You are conscious it cannot; why then will you persist in a ruinous and ill-judged resistance?

"We have hoped that you would recover from the phrenzy which has distracted this unhappy country, and we believe the day to be now come when the greater part of this continent begin to blush at their delusion; you who lie so much in our power, afford the most striking monument of our mercy, and therefore ought to set the first example of returning to allegiance.

"Reflect, upon what gratitude requires of you; if that is insufficient to move you, attend to your own interest; we offer you a refuge against the distress which you universally acknowledge broods with increasing and intolerable weight over all your country.

"Leaving you to consult with each other upon this invitation, we do declare—That whosoever shall be found and remain in peace at his usual place of residence, shall be shielded from any insult either to his person or his property, excepting such as bear offices, either civil or military, under your present usurped government, of whom it will be further required that they shall give proofs of their penitence and voluntary submission, by which they shall then partake the like immunity.

"Those whose folly and obstinacy may slight this favourable warning, must take notice, that they are not to expect a continuance of that lenity, which their inveteracy would now render blameable.

"Given on board his Majesty's ship Camilla, in the Sound,
July 4th, 1779.

Geo. Collier.
Wm. Tryon."

After demolishing the fort, burning a great quantity of stores, and many vessels, the troops were again re-embarked without any considerable loss, and the fleet and army then proceeded to another large town in the province, called Fairfield, where a descent was again made, and the place taken possession of by the King's troops, though not without some skirmishing with the rebel militia.

Every opportunity had been made use of to disperse the before-mentioned Proclamation through the province, and General Tryon, the evening he got to Fairfield, sent some copies of it by the Rev. Mr. Sayer, the clergyman of the place, with a flag of truce, to a Colonel Whiting, the principal officer of the rebel troops in that neighbourhood, who returned the following elegant answer by the flag:—

"SIR, "*Fairfield, July 7th*, 1779.

"Connecticut have nobly dared to oppose the usurpations of an unjust and oppressive nation; as flames have preceded the answer to your flag, we hope they will still continue, as far as in their power, to protect persecuted and oppressed innocence.

"*To Sir George Collier, and*
Governor Tryon."
"Per Mr. Sayer, in flag."

Samuel Whiting,
Colonel."

In spite of every argument that could be used to induce these infatuated people to return to their allegiance, they remained obstinate; and the lenity exerted towards Newhaven served but to harden them the more, in their inveteracy and rebellion: they continued firing upon the King's troops in the town all night; and beginning to grow troublesome from some houses in front, General Garth was ordered to drive them from thence, and set the houses on fire, which was done accordingly: the conflagration extended itself by degrees to the whole town; which (together with the churches) was entirely consumed!* The army in the morning began their march to the water side, and embarked again in the flat-boats, under cover of the row-gallies and gun-boats, without molestation.

New-London is a large and capital town, situated on the banks of a fine navigable river, at the entrance of the Sound, and not very distant from Rhode Island: this place was a famous receptacle for privateers, and was thought on that account to injure the British trade as much as any harbour in America; the Commodore, intending to conclude his operations in the Sound by an attack upon this nest of pirates, sent a small squadron to block it up, to prevent the privateers there from escaping, as well as to hinder the rebels receiving any succours by sea.

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* It is impossible to read of the progress of such savage modes of warfare without horror; and experience proves in the case before us, what the Editor of a French paper lately asserted relative to the conflagration at Washington city,—that it disgusts more than it appals, and is calculated to excite and combine the utmost possible degree of resistance.—EDITOR.

In the mean time, Sir George Collier went on with the fleet to other operations, which from their similarity to what has been already mentioned, need not be particularly described; the towns of Greenfield and Norwalk shared the same fate with Fairfield, as did also some other places of less note; together with a great number of whale-boats,* and other small vessels, in which the malignant rebels had used to make frequent depredations in Long Island on the King's faithful subjects, their peaceful and innocent neighbours: in all the different landings of the troops, the Commodore always assisted in person, preceding the flat-boats in his barge, and directing their evolutions and places of landing.

After the destruction of Norwalk, the men of war and transports went over and anchored in Huntingdon Bay, upon Long Island, to wait for a supply of ammunition from New York. Sir George Collier took that opportunity of meeting the commander-in-chief of the army at Frog's-Neck, who was come there from New York to confer with the Commodore on the intended operations against New-London: they had the satisfaction of receiving intelligence that the chastisement the rebels had lately received in Connecticut, was attended with very favourable consequences for the King's cause; that their murmurs both against Washington and the Congress, rose very high; and that they execrated them as the cause of their misfortunes, from their imbecility in not being able to protect and prevent them.

Many of the principal people in the province had already formed the outlines of an association, and seemed determined to throw off all subjection and allegiance to the Congress; this account, which was well authenticated, induced the General and Commodore to hope for consequences still more important, by the capture of New London; and every thing was soon finally adjusted between them, for beginning the attack in the most vigorous manner; they parted; the General to give orders for the embarkation of more troops immediately, to reinforce those under General Tryon: and Sir George to join the fleet again, in Huntingdon Bay.

A very disagreeable event, however, put a stop to the favourite expedition against New-London; and this was, the surprisal (in the night) of the strong post of Stoney Point, in the North River, which was carried by the rebels with very little loss, and the garrison all made prisoners, or killed: the enterprise was really a gallant one, and as bravely executed: the rebel troops, under a General Wayne, formed two attacks with fixed bayonets and unloaded arms, during the darkness and silence of the night: it was said they had taken the precaution to kill every dog (two days before) that was within some miles round the post, to prevent their approach being discovered by their barking: they began to march from their camp, eleven miles off, soon after dusk, proceeding with celerity and silence; and soon after midnight fell in with the British piquets, whom they surprised, and bayonetted a number of them; the rest hastily retreated, keeping up a straggling fire, though to very little purpose, for the rebels followed close at their heels; their forlorn hope consisted of forty men, and were followed by a party with hooks on long poles, to pull aside the abattis, and thereby give entrance to the column behind; the works of Stoney Point were not half completed; and as one part of its strength at that time consisted in the abattis, the rebels found no great difficulty in getting into the body of a work which was quite open, though on an eminence.

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* Whale-boats hold from 12 to 20 men; row fast, and were made great use of by the rebels in their desultory incursions to plunder.

A young man of the name of Johnson,* who was lieutenant-colonel of the 17th regiment, was left with the charge of this important post: he was reckoned a brave and good officer for his years, but the force with him was certainly inadequate to its defence: on the first alarm from the piquets, he ran down with the main guard to defend the abattis, and support them; the rebel column was stopped for a few minutes, and a brisk firing took place on both sides; but to Colonel Johnson's grief and surprise, he heard a cry of "Victory," on the heights above him, and "the fort's our own," (which was the rebel watch-word). He very soon learned, by some of his officers, that the enemy were in full possession of the body of the place; it was certainly so; the column which was destined for making the other attack, took a short detour round, and climbed up the perpendicular height, which being over the river, nobody expected an enemy on that side; and the surprise of the King's troops at seeing them in possession of the works, was extreme: the laws of war give a right to the assailants of putting all to death who are found in arms; justice is certainly due to all men, and commendation should be given where it is deserved; the rebels had made the attack with a bravery they never before exhibited, and they shewed at this moment a generosity and clemency which during the course of the rebellion had no parallel; there was light sufficient after getting up the heights, to shew them many of the British troops with arms in their hands; instead of putting them to death, they called to them to "throw their arms down, if they expected any quarter;" † it was too late then, to resist; they submitted, and the strong post of Stoney Point fell again into the possession of the rebels. The loss of the King's troops, considering the place was taken by storm, was very small; Captain Tew being the only officer killed, and thirty-two men; forty-three were wounded; and the rest (amounting to two hundred and sixteen) were made prisoners: the enemy found here several brass mortars, many pieces of large cannon, together with the ammunition necessary for them; an unlucky piece of business, and fatal to the reputation of a gallant young man, who was certainly left with a force very inadequate to the purpose for which he was placed at Stoney Point.

Immediately upon this *coup*, the rebels began a brisk attack upon the opposite post at Verplanks—it was invested by a large body of troops, and the mortars and heavy cannon from Stoney Point kept up an incessant fire upon the works.

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* Sir George Collier's statement of the conduct of Lieutenant-colonel Johnson, completely exonerates his memory from every imputation relative to the surprise of that post.

† This proof of American magnanimity is the more honourable, as coming from the pen of an enemy.

On the receipt of this disagreeable news, the Commodore sent orders to discontinue the blockade of the harbour at New-London, and immediately proceeded back to New-York with all the men of war and transports getting through that most dangerous pass called Hell Gates, luckily without losing any of the ships: the transports, each, received more troops on board at New York, and then, escorted by the King's ships, took their way up the North River.

The fleet was no sooner descried from Stoney Point, than the rebels set fire to every thing there that would burn, and went off with their usual alertness: they had conveyed away some of the cannon and mortars, but the greatest part of them were loaded on a galley, with which they proposed going up the river to their strong post of West Point; but as the galley was beginning to move, she was luckily sunk by a shot either from Verplanks, or from the shipping; the Vulture sloop and two galleys having been left up there by the Commodore for the defence of the posts, who all cannonaded the rebel vessel as soon as their guns could be brought to bear.

Lieutenant-colonel Webster had defended Fort la Fayette with great gallantry and little loss; the rebel army drew off, and retired, on the first intimation being received of the approach of the King's troops up the river.

Very soon after Sir George's return to New York, he received the alarming intelligence, that his Majesty's garrison of Penobscot, upon the coast of New-England, was besieged by a considerable rebel army from Boston, supported by all the naval force they could bring together, under the command of General Lovel and Commodore Saltonstall: their expectations of success might be judged of from the following Proclamation, issued by the Council of State (as they called themselves) of Boston.

" *State of Massachuset's Bay, Council Chamber, Boston, July 3d,* 1779.

" Resolved, That the Committee appointed to enlist men for the manning of ships and vessels destined on the expedition to Penobscot be, and are hereby empowered and directed to publish and proclaim to all persons inclining to take a part in the Penobscot expedition, that the State will not, directly or indirectly, share any part of any armed vessel, or ship, or transport or other vessel, which may be captured by the fleet destined to Penobscot, or by any vessel thereto belonging, and that the share that might accrue to this State, shall belong to the captors, and be shared amongst them. And it is further

" Resolved, That the embargo laid by the general court for forty days, shall peremptorily be construed for that term, unless the said expedition to Penobscot shall be finished: and if it should so happen that the said expedition to Penobscot should not then be terminated, this Court will continue the said embargo as necessity may require it, till said expedition shall be ended, or the General Court meet; and the said Committee are directed to publish this Resolve, that no seaman or other person may neglect to put himself into such advantageous business as the Penobscot expedition, under the delusive idea, that as soon as the Penobscot fleet sails, all ships and vessels will be permitted to put to sea.

"(True Copy.)

"Attest, *John Avery*,
Deputy Secretary."

The settlement of Penobscot is situated in the bay of that name, in the province of Mayne, upon the coast of New-England. It was at this time quite in its infancy, as the King's orders for sending troops and building a fort there had been received but a few months. The bay of Penobscot has much the appearance of a wide river, being seven or eight leagues in breadth at the mouth, and about seventeen leagues deep: at the eastern part of the bottom of the bay is an inlet called Penobscot river, nearly a mile broad at the entrance, and narrowing afterwards considerably, shoaling, and sometimes growing deeper for full twenty miles up, when it terminates. Long Island extends seven or eight miles in length, and lies in the middle of the bay; it is narrow, and has a passage for ships on both sides of it.

On the right side of the bay, about three leagues from the mouth of Penobscot River, and fourteen or fifteen from the sea, is a small harbour, which still bears the Indian name of "Majabaquaduce," which, though it has many good spots for anchorage, has also a number of dangerous shoals: the country all round is without inhabitants, and uncultivated, except here and there a hovel, at great distances asunder; the rest of it is overgrown with wood, which fringes the land quite down the steeps to the water-side.

A small distance up this harbour of Majabaquaduce, was the spot fixed on for the new settlement; it was overgrown with trees, and required time and labour to clear the ground, as well as to construct the works necessary for the security of the garrison.

General M'Lean, a brave and gallant officer, who had the command of the King's troops in Nova Scotia, and who had left a lucrative and honourable employment in Portugal, to act against his master's rebellious subjects in America, came in person to fix on a spot for the settlement, and to direct proper fortifications to be made for its security. An enemy's country is not the most propitious in which to make a new settlement, and there were many unforeseen difficulties to struggle with, in bringing this to the purpose intended for: the indefatigable industry of the General, however, got over impediments, which would have staggered minds less determined and patient. His force was about eight hundred troops, to which were added three small men of war, which Sir George had ordered to remain at Penobscot, after escorting the transports from Halifax, in order to add security to the infant settlement.

The clearing of the ground inevitably took up much time; after which, the engineers marked out the works, and the troops laboured with unceasing diligence to dig the fosse, raise the parapets, and put the place in a state of defence.

The fortification was square; with a bastion at each corner: it was extensive enough to raise a cavallier or block-house in the middle, and to have sufficient room besides for barracks, officers' apartments, storehouses, &c.

General M'Lean, anxious to get the works in a state of defence as soon as possible, allowed neither himself nor his men more repose, than their meals and the darkness of the night made unavoidable: he encouraged the diligent; he reprehended the slothful; and the work, under his able direction, advanced rapidly.

Notwithstanding every human exertion, an extensive work of this kind must take a long time to make it defensible, much more complete: the ditch was not yet half its intended depth; one bastion was entirely open; and another not near finished, when the centinels on the heights gave the alarm of a very strange appearance towards the entrance of the bay, which they were at a loss what to make of; the General and the officers gazed for some time, without being able to determine whether it was a fog-bank blowing into the harbour, from the sea (which often happens), or moving substances on the water: the appearance was like a floating island, with innumerable trees; the commanding sea officer sent out a boat to investigate the phenomenon, but before she returned their doubts were very fully resolved into its being a rebel armament come to attack the settlement. The strange fleet advanced, bearing the thirteen stripes, and one of the ships displayed the broad pendant of a Commodore; those armed for war, appeared about twenty; the transports, victuallers, &c. were about thirty-five; who all proceeded on till they came abreast of Majabaquaduce, and then their men of war anchored in a line, having the transports without them.

The brave General M'Lean took every precaution which judgment and vigilance could direct, both to prevent their landing, and to make the best possible defence: in spite of all his endeavours, however, the enemy's troops got on shore in a place where they were never expected, and which was judged inaccessible: this spot was the foot of a perpendicular steep, overgrown with trees, and difficult to ascend, even without any incumbrance: the rebels landed their first division here, soon after dark; and before sun-rise, their indefatigableness had not only drawn up some cannon, but had even constructed a breast-work, which covered them effectually from any surprise or sudden attack.

Some skirmishing happened next morning, between the British piquets and the rebels advanced guards, in which a few men on both sides were killed.

The design, however, of this detail is not to speak of matters foreign to the subject; the attack and defence of the garrison of Penobscot before the King's fleet appeared, must be such: it is sufficient in general to say, that General M'Lean, his officers and troops, shewed the utmost alertness and bravery; the rebels a great deal of backwardness and timidity: the three small sloops of war belonging to his Majesty, were hauled close to the shore, under protection of a battery; some of the rebel ships advanced, and cannonaded them, to no great effect; but the united efforts of the sloops of war and garrison, could not prevent the enemy from erecting two batteries within 450 yards of the fort, besides two others of heavy cannon at a greater distance.

Such was the situation of things at Penobscot, when Sir George Collier sailed from New York to the relief of that garrison, having under his command his Majesty's ships Raisonable, Greyhound, Blonde, Virginia, Camilla, Galatea, and Otter sloop: he had the misfortune to be confined to his bed with a violent fever during the equipment; but the advice and intreaties of the physicians could not divert him from his purpose of going in person, and he sailed from New-York in that dangerous situation, upon the expedition, attended by three able surgeons.

The voyage was not long, but the whole of it was made through black and thick fogs, which obscured the face of day, and inevitably separated the squadron; they all (except the Otter sloop) rejoined again, off the Island Monhagen: two rebel privateers were taken upon the passage.

The squadron was no sooner re-collected, than the Commodore immediately led them into Penobscot bay; the light airs of wind, currents, and innumerable dangerous shoals, obliged them to anchor for that night; but at dawn of day next morning they weighed, and proceeded up the bay with a light, but favourable wind; about ten o'clock an advanced frigate made a signal for seeing the enemy's fleet; the Commodore soon afterwards discovered them from the Raisonable (in which he was), they were all under sail, and seemed forming into the shape of a crescent, their commanding officer, with a broad pendant, in the centre: the numerous transports, in which most of their army were embarked, and smaller vessels, were beyond the ships of war, and higher up the bay; the whole seemed rather in confusion, and as not decided how they should act, notwithstanding their force appeared to be seventeen or eighteen ships of war; the wind still continued very faint, though it blew directly into the bay; the enemy therefore had no other alternative than bravely to try the fortune of the day, or to be destroyed.

The prospect that then must have presented itself to the British troops on the shore, was certainly highly interesting and pleasing; the rebel army had received intimation of the approach of the King's squadron the night before; they had laboured ever since without ceasing, to reimbark some of their heavy cannon and mortars, together with their baggage and men; and they had succeeded so well, that the whole rebel armament of land and sea forces presented itself at that time afloat to the sight of the King's ships.

From the form the enemy drew up in, Sir George believed their intention was, to board the King's ships; which from the smooth water, the little wind, and the assistance of the rebel troops in the transports, might have been attended with success, if they had had spirit to attempt it: whilst this matter hung in suspense, an agent of transports from the shore, ventured to pass the enemy's fleet in a small boat, and came on board the Raisonable; the agent informed the Commodore of the safety of the General and garrison, and that the rebel army were all re-embarked: "it seemed (he said) to be the general opinion, that they would make a bold push with the whole of their force, against the King's ships."

A short time, however, put this matter out of doubt; the transports were seen flying towards the mouth of Penobscot River; their men of war caught the panic, and followed; the broad pendant of Commodore Saltonstall was no longer to be discovered, and it was thought that officer was one of the first to abandon his squadron: the scene was highly picturesque; the enemy spread all their sails to assist their flight, and looked like a moving forest skimming over the waters; a universal shout from the British fleet was heard, and echoed from ship to ship; joy was lit up in every countenance, and the highest satisfaction appeared at the inevitable defeat and destruction of so considerable a part of the rebel force.

The Commodore observing their unexpected and ignominious flight, immediately made the signals for battle, and for a general chase, which was instantly obeyed by the King's ships, with all the eagerness and alacrity which a desire of destroying their enemies could inspire; the body of the rebel fleet soon entered Penobscot river, and pushed up it; two of their men of war (the Hunter and Defence) made an attempt to get round Long-Island, but failed in the attempt; the Commodore's ship took the former, and blew up the other.

Night came on; the Raisonable continued the pursuit till she was forced to anchor for want of depth of water; the animating business of the day had kept up the Commodore's spirits, and acted as a restorative to his health; it was the first hour from his sailing that he had been able to leave his cabin, and his extreme weakness forced him to sit in a chair upon deck the whole time; he remained there till he fainted in the evening through fatigue.

The course of the night afforded many distant views of blazing ships, accompanied with frequent explosions, caused by their blowing up: the pursuit and destruction continued part of the next day; the scene was awful, and the service dangerous; the channel grew narrower and shoaler in advancing, the branches of trees on different sides the river were often brushed at the same time by the yards of the pursuing ships, whilst those of the rebels lay on each side aground and blazing! Besides the Hunter, there was only the Hampden, of twenty-two guns, taken; the rest were all blown up and destroyed: amongst the former was a beautiful frigate called the Warren, of thirty-two guns (18-pounders), on board which the rebel Commodore had his broad pendant hoisted: * the remainder of this armament blew themselves up to prevent falling into their enemy's possession; and for the same reason they burnt their transports, not a single one of any kind escaping!

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* This was the second flag-ship taken and destroyed by Sir George in America; the other was Commodore Manly, in the Hancock, whose broad pendant was sent to England, and presented to his Majesty.

Followed by terror, fear, and dismay, the rebel crews and troops got hastily on shore and gained the woods, the generality of them without provisions; the rapid progress of the flames forbid their returning to procure any, when recollection reminded them of the want of it: reproaches and mutual recrimination soon took place between the sea and land officers, each accusing the other of being the cause of their present situation; it ended in a battle, in which between forty and fifty people were killed and wounded; the rest dispersed in small parties, through desert pathless wastes and thick woods, in hopes of finding their way back to some of the rebel settlements: a full half of the number perished by hunger and other accidents, and the remainder a great while afterwards got back to Boston. General Lovel was tried by a court-martial and broke, but their Commodore, Saltonstal, was never heard of; and it was imagined he was either murdered, or had perished in the woods! Such was the end of the attack of Penobscot, of the success of which the rebels had formed the most sanguine expectations; and such an end may the enterprises of rebellion always have! The Congress, as well as their Council of State at Boston, were so much affected at this defeat, as to order "it should not be made a subject of conversation:" their disappointment was the greater, from the assurances they had given the people of their seeing a similar scene exhibited, to that of Saratoga.*

The day succeeding the flight of the rebels, the Raisonable returned and anchored off the King's fort, which saluted the Commodore with 15 guns: the brave and gallant General M'Lean immediately came off to congratulate Sir George Collier on his success, and the joy on each side was very sincere and mutual.

Though the rebels had embarked some of their cannon, they had left many on their batteries in perfect good condition: this was a fortunate circumstance for the fort, which was in great want of large guns: amongst others, there were nine of the 18-pounders found in one battery, which had formerly belonged to the Somerset man of war, of sixty-four guns, which was lost a year before, upon Cape Cod.

Sir George directed some of the smaller men of war to remain up the river to protect the vessels employed in weighing the cannon of the rebel frigates, many of which were afterwards recovered, as well as other stores.

The arrival of the British squadron at the time it did, was singularly fortunate, as the rebels had determined on making a general assault on the works that day by land and sea with all their force.

English line of battle.—"The Blonde to lead on both tacks, unless ordered to the contrary."

Ships.	*Commanders.*	*Guns.*	*Men.*
Blonde	Captain Berkley	32	220
Greyhound	Captain Dickson	28	200
Raisonable	Sir Geo. Collier Captain Evans	64	500
Galatea	Captain Reid	24	180
Camilla	Captain Collins	24	180
Virginia	Captain Ord	28	200
		200	1480

Sloops: Albany, North, and Nautilus.

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* In which a general and his army were made prisoners.

Rebel ships, taken, burnt, and destroyed, at Penobscot.

Ships.	*Guns.*	*Men.*	
Warren	32	280	burnt
Monmouth	24	200	ditto
Vengeance	24	200	ditto
Putnam	22	180	ditto
Sally	22	180	ditto
Hampden	22	180	taken
Hector	20	160	burnt
Hunter	20	160	taken
Black Prince	18	150	burnt
Sky Rocket	18	150	ditto
Active	16	130	ditto
Defence	16	130	ditto
Hazard	16	140	ditto
Dilligent	14	130	ditto
Tyrannicide	14	130	ditto
Providence	14	125	ditto
Spring Bird	12	120	ditto
Nancy	16	150	taken
Rover	10	80	taken

Total number of guns 350 2975 men exclusive of troops which were said to be 4000.

Sir George directed Captain Dickson, in his Majesty's ship Greyhound, to proceed to England with despatches to government, giving an account of the destruction of the rebel fleet. He arrived safe and was rewarded by the Admiralty with 500*l.* for the good news he brought.

The commodore sent the Blonde frigate to Sir Henry Clinton, and the Nautilus to Governor Hughes at Halifax with the like accounts; after which he arranged every thing for his departure from Penobscot bay, supplying the garrison with what ammunition and provisions could be spared from the squadron, and sending the frigates on different stations to cruise upon the enemy's coast: he then took leave of the general and the officers of the garrison; the fort again saluted him with fifteen guns, and making the signal to weigh, left Penobscot in company only with the Camilla, of 24 guns, steering a course into Boston bay.

Two days afterwards, he fell in with the Galatea frigate, with a very rich Jamaica ship which she had retaken from the rebels near the harbour of Boston: Sir George took the prize under convoy, and without any thing else happening remarkable on the passage, arrived soon after at New York, where he found Vice-admiral Arbuthnot,* who had lately been commissioner at Halifax, and was sent from England to take upon him the command of the King's fleet in America, which the commodore then resigned into his hands.

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* In vol. 23, p. 205, there is a memoir and portrait of Marriott Arbuthnot, Esq. admiral of the Blue squadron, who was the officer whom Sir George Collier superseded at Halifax, and who afterwards superseded Sir George, as commander-in-chief on the American station.

In the private journal of Sir George Collier, and in his own hand writing, stands the following very extraordinary particulars relative to the above officer, contained in the copy of a letter to a select friend.

(EXTRACT.)

Halifax, 6th Sept. 1776.

"Lord Howe has received intelligence that the rebels meditate an attack upon our very important settlement of Halifax. His lordship has, therefore, been pleased to direct me to sail immediately for the defence of that place, and to take the command of the squadron now stationed there. I am, therefore, only waiting for a wind to depart; for though we are lords of the ocean, we are not of the air, and we must patiently remain till Mr. Boreas assigns one of his family to waft us there."

September, 1776.

"I found Captain Arbuthnot, of the navy, lieutenant governor here; he is also resident commissioner of the King's dock yard at this port, and has besides from the Admiralty, a commission as *commodore* to command in the harbour in the absence of a senior officer. My arrival, therefore, could not be expected to prove very welcome or agreeable, as I was sent to supersede, though a much younger officer, his command of the men of war, which, of his three employments, was the one that he most valued.

"Lord Howe, who seldom does any thing of consequence without having very good reasons, had undoubtedly such for dispossessing Commodore Arbuthnot of his command at Halifax, although he did not publicly declare what they were. It was, however, no very agreeable service for me to execute, and the more so as it seemed a matter of doubt whether Mr. Arbuthnot *would* resign his command, as I had no particular commission from the commander-in-chief; my powers being only generally expressed in my orders.

"It was in the middle of a fine moonlight night that I arrived before Halifax, in company with the Hope, sloop of war, where I anchored. In the morning, I sent an officer with the public despatches, to the Lieutenant-governor, and General Massey: to the former I added a private letter, informing him of the disagreeable errand upon which I was sent, of superseding him in the command of the King's ships. I added that this duty was neither sought after nor desired by me; but as matters stood I could only consider him as a captain of the navy on half pay; and, as such, not eligible to give orders to those in commission, adding, that, as commissioner of the navy, he could have no pretensions to command: I concluded with assuring him, that, on *future* occasions, I should readily serve under so old and good an officer, but in the present situation of things it was become impracticable.

"I visited the old gentleman two hours afterwards, by whom I was received with civility but apparent concern. I recapitulated to him what I had before written, and added that the only difference he should find was, having the troublesome part of his duty taken off his hands, for that I should have a pleasure in fulfilling his wishes to the extent of my power, whenever he should favour me by communicating them.

The Daphne of 20 guns being appointed to carry Sir George and his suite to England, he embarked on board her on the 30th October, leaving

" For some time the old gentleman acted like a sulky or froward child, but ultimately he laid down the truncheon with as good a grace as he could, paying me at the same time, the compliment of assuring me that as he *was* to be superseded, no one could be more agreeable to him to command there than myself. (a)

" I have already mentioned that Lord Howe had not publicly given his reasons for displacing Mr. Arbuthnot. It was generally supposed his incapacity and want of memory were amongst the principal ones, of which defects, the following proofs are pretty striking:—

" Lord Howe arrived off Halifax harbour in July, expecting to have found the fleet and army still there; but understanding they were sailed, his lordship sent to Commodore Arbuthnot to inquire where they were gone. The commodore came down to wait upon the Admiral; and to the astonishment of the latter, Mr. Arbuthnot, averred *he did not know, nor could he even guess the place of their destination!!* Lord Howe, in a tone of amazement, repeated the question, but could obtain no other reply:—His lordship held up his hands in amazement at this account, and sailed from Halifax, uncertain *what* course to steer, or *where* to find the fleet he was appointed to command!!!

" Some time afterwards, I arrived at this place with Commodore Hotham and ninety sail of transports, and one of war; we did not proceed into the harbour for the same reason that Lord Howe did not, but, like his lordship, sent to Mr. Arbuthnot, for the rendezvous of the fleet: the answer returned by the commodore was, that he was *incapable* of telling us where either the fleet or army were, as he had no official information whatever relative to them! you may conceive the perplexity and astonishment into which we were thrown by this gentleman's letter. In short *we* also sailed for New York, at a venture, and were fortunate enough to guess right, though it was an equal chance whether we had found friends or enemies in possession of that city.

" When Lord Howe joined Admiral Shuldham the late commander-in-chief of the fleet, his lordship naturally demanded of Admiral Shuldham the reason of such unprecedented conduct as *omitting* to leave the place of rendezvous on his departure from Halifax. Surprised at the charge, Admiral Shuldham replied, that he had *not only* left the rendezvous with Commodore Arbuthnot, respecting such men of war as might arrive after his departure, and that he had sent those orders to him *by his secretary*, but that he afterwards *asked* the commodore if he had received them, when Mr. Arbuthnot acknowledged that he had. Admiral Shuldham farther stated that the destination of the fleet and army was never kept a secret, and was continually talked of before the troops sailed.

" Time at length, cleared up the mystery: Instead of reading his orders when he received them he *put them in his pocket*, and never afterwards was able to recollect having had such a paper sent to him! However astonished you be

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(a) December 1778. An experience of three years gives me a right to say, that, this, and many other civil things which he said to me were deceitful and false. My superseding him *ever rankled* in his heart, and he never forgave me for it. I was long a stranger to this, from his frequent professions of friendship: but time has opened my eyes, and shewn me the deceit and envy which compose his character. [M.S. note in the hand writing of Sir George Collier.]

New York with the most honourable testimonials of high satisfaction with his conduct from the commander-in-chief of the army, and all the generals, the governor, the council, the body of merchants, and the inhabitants of New York, who all publicly expressed their concern at his departure, and their wishes for his safe voyage, and favourable reception from his Royal Master. His passage did not exceed a month; arriving at Plymouth the 27th November, 1779, having been three years and a half absent from England: he immediately set out for London to pay his duty to the king, and to give the ministers an account of the situation in which he had left affairs in America.

Captain Marryott Arbuthnot* having been superseded at Halifax by Admiral Lord Howe, on account of incapacity, and the most flagrant neglect of duty, it can scarcely be imagined that his Lordship failed to make the Lords of the Admiralty acquainted with his motives in adopting that measure, and appointing Commodore Sir George Collier to command in his stead. Captain

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at the recital of such a fact, be assured it was exactly as I have related it: *Mr. Arbuthnot confessed it to me a year or two afterwards,* and by way of excuse, said he "*believed the devil was in him;*" so able was the officer I was sent to supersede!"*(b)*

Governor Arbuthnot, the last surviving son of Admiral Marriott Arbuthnot, died in 1809, at Weymouth, where he had long supported the character of a most hospitable gentleman, of polished manners and social habits. In his early life he served in a regiment in America, where he lost a leg. His father, the admiral, not only acted towards him with stern unkindness during his life, scarcely allowing him the means of supporting a decent appearance, but at his death left him only a very small portion of his fortune; yet, no one knew of any improper conduct in this son, that could justify such harsh conduct. In consequence of the loss of his leg, he fortunately obtained the sinecure post of Governor of the fort at North Yarmouth, which he held to his death, which conferred on him the title of Governor. At the last general election he stood on independent grounds, and offered himself as a candidate to represent Weymouth and Melcomb-Regis in parliament, with the laudable view of emancipating those boroughs from the trammels of the family which has too long prevailed.—EDITOR.

* The Editor received a letter-book, and several other highly interesting MSS. in the hand-writing of Sir George Collier (a *fac-simile* of which will be found at the end of this memoir), after the first part of this memoir had been published: it was consequently impossible to introduce any part of these latter communications in their proper place, excepting those extraordinary facts relative to Captain Marryott Arbuthnot; but extracts from them will be found in a future Addendum, under the head of "Original Letters of the late Sir George Collier, illustrative of his Memoir"

(b) This personage, however, being a creature of Lord Sandwich, three years afterwards was thought the *most proper* officer to fill the very important station of commander-in-chief in America. [Note by Sir George Collier.]

Arbuthnot, at the period of his being superseded at Halifax, had been forty years a post captain; he was nearly seventy years of age, and his faculties were so impaired (which never were brilliant) that he actually forgot having received from Admiral Shuldham the rendezvous of the British fleet and army, and evidently risked the destruction of both! Yet this officer was selected by the naval administration of the day, to supersede, in his turn, the daring and vigilant Sir George Collier! This appointment was one of the most unaccountable and improper of the many official anomalies that disgrace the ministerial measures which prevailed at that period.

Captain Arbuthnot was promoted immediately after his removal from Halifax. In what manner he conducted himself towards Sir George Collier, when he again appeared on the American shores to claim the truncheon from his more able hand, does not appear, but it may safely be inferred, that Sir George Collier *did not* say to him, "Since I am to be superseded, no one would be more welcome to the command than yourself."* On the contrary, he must have felt his bosom swell with indignation, on beholding the wise selection that had been made of a *Commander-in-chief!*

Thus strangely deprived of a command he had filled with such distinguished glory to himself, and advantage to his king and country, Sir George embarked at New York on the 3d November, 1779, on board the Daphne frigate, and arrived safe in England, without meeting with any extraordinary incident on his passage. Soon after his arrival, he had the honour of an audience of his Sovereign, to whose ear he conveyed the unwelcome truth, that nothing but defeat and ruin were to be hoped from continuing the war against his revolted American provinces. He communicated the same truisms to ministers, mingled perhaps with censures on the wretched manner in which the war had been carried on, and the total want of humanity and consistency in their mode of warfare. The mind of Sir George Collier was too pure to suppress the truth, and the imbecile ministers to whom he had to address himself, were afflicted with minds too feeble and contracted ever to forgive him! His active exertions, and important victories against the Americans, had propt a falling cause, and given eclat to the war;—but ministers *knew* that Sir George Collier imputed the war itself, in a very great measure, to their own defective policy. It appears that he was knighted in the year 1775, in consequence of his services in America. Yet, his biographer has not hitherto been able to ascertain what those services were. If he had earned that honour previous to his last expedition, he deserved a more important mark of his sovereign's favour upon his return; but none awaited him; although, if a service as important were to be achieved at the *present hour*, an ample pension and a title would most probably be the victor's reward; or, if the American fleet and army had been destroyed by any minion of the court-party, he had no doubt been loaded with marks of royal favour. He was not laid at once upon the shelf; the kingdom rang with plaudits of his exploits: he was therefore appointed in the spring of 1780, to the Canada, of 74 guns, which ship then belonged to the Channel Fleet. Early in the following year (1781), he accompanied Vice-admiral Darby * to Gibraltar.† On his return with this fleet, which threw a considerable quantity of stores and provisions into Gibraltar, the Canada being ordered to look out a-head, saw and gave chase to a large ship, which, after a pursuit of 70 leagues, and a battle, he captured. She proved to be the Leocadia, Spanish frigate, of 44 guns, commanded by Don Francisco De Wenthuisen, knight of the order of St. Jago,‡ who had a special commission from the King of Spain, authorizing him to assume the command of all or any Spanish frigates with which he might fall in at sea. As a heavy sea was running when the Canada came up with the Leocadia, the gallant Spaniard was tempted to risk an engagement against the far superior force of his pursuer, in the hope of a chance shot carrying away one of the Canada's masts, or otherwise crippling her, the effects of which might enable the Leocadia to get off. It was a brave design, and he made a determined effort to succeed; but his expectations being frustrated, after a resistance of thirty-five minutes against such fearful odds, the Spaniard struck his flag, having had many of the ship's company killed and wounded: amongst the latter was the brave commander, who unfortunately lost his right arm. There is no doubt but the generous victor shewed this noble captive every humane attention that a heart, generous and warm as his, could dictate, and that every possible means of alleviating his misfortune was employed by Sir George Collier.

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* See the note, page 382.

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* See the portrait and memoir of this officer, N.C. Vol. XXIII. p. 89.

† Under the head of "Anecdotes and Selections," will be found Sir George Collier's opinion of the utility and value of this fortress:—printed from a MS. copy of a speech delivered in the House of Commons.

‡ This meritorious, though unfortunate officer, attained the rank of rear-admiral, and had his flag on board the St. Joseph, of 114 guns, on board which vessel he was killed in the action off Cape St. Vincent, 14th February, 1797. It is evident that Admiral Don Wenthuisen fought his ship in a gallant style, from Lord Nelson's account of this brilliant victory: the Spanish admiral was killed by a boarding-party, and Lord Nelson arrived in time to receive the sword of the dying commander, which Lord Nelson afterwards presented to the city of Norwich. A very interesting plate was afterwards published of this awful scene. See life of Lord Nelson, Vol. III. p. 177.

After his arrival in England, Sir George Collier quitted the command of the Canada, but from what cause is not recorded.

Sir George Collier probably married his second wife (the present Lady Collier) about this period; she was the daughter of William Fryer, Esq. a wealthy and respectable merchant of Exeter. Soon after which (1783) he presented a petition to his Majesty, from the merchants and inhabitants of Exeter, the object of which is also not mentioned. The next year he was elected to serve in parliament, as representative of the borough of Honiton, in Devonshire. His conduct as a senator was marked by the same open and ingenuous spirit that distinguished him in his professional career: and he energetically censured those weak and incapable councils that had been the leading cause of the revolt of the thirteen provinces, now recognised as free, independent, and sovereign states! When the mental disorder which has since so heavily afflicted his present Majesty, became so manifest as to render necessary the appointment of a Regency, Sir George Collier gave his support to Mr. Fox, and those enlightened statesmen who were for conferring the powers of the Crown on him who was to execute its functions. Sir George conceived the real object of Mr. Pitt, in fettering the Regency, was, to secure in his own hands the guidance of public affairs; or failing in that design, to cripple the power of his rival and probable successor so far, that he should have the least possible chance of rendering any efficient service to the state, or acquiring popularity: such were his thoughts, and as he thought, so he spoke and acted. The recovery of the King from the melancholy disorder that had afflicted him, averted the proposed measure of a Regency. His parliamentary conduct on this important question, gave the finishing blow to his professional prospects, which were clouded by those fine qualities, that under a different administration, would have paved his way to the most important command, and highest honours. Henceforth, he was enrolled by the sycophants of the minister, as one of "*the Prince's friends;*" the meaning of which appellation was, that he was less a friend to his Sovereign than those who had voted with Mr. Pitt! From this source, joined to his opinions relative to the origin and conduct of the American war, must be imputed those mortifications and neglects he was doomed to suffer, which, preying on a heart teeming with sensibility, undermined his health and hurried him to a premature grave.

During the whole period of peace, Sir George Collier remained unemployed; excepting his appointment, in the year 1790, to the St. George,* of 98 guns, in anticipation of a war with Spain. She was one of the ships ordered to be prepared for the home service, at Portsmouth. Lord Hood was at that time First Lord of the Admiralty, whose politics were as well calculated to promote his fortune at court, as those of Sir George Collier had been to produce a contrary effect; and notwithstanding the services Sir George had rendered, and his having so honourably and effectually served as commander-in-chief on the American station, he was ordered to prepare the St. George to receive a flag!—Inured as this gentleman must have been to ministerial frowns, this pointed mark of disrespect hurt and amazed him. Although remarkably mild in his manners, and rather humble than arrogant in his demeanour, he was too proud to succumb under official insult. Amongst the naval officers of rank who were then at Portsmouth, were several of his old and particular friends; amongst whom we may class Admiral Goodall, Sir Thomas Troubridge, Bart.* Sir Peter Parker,† and also Admiral Roddam,‡ who at that time was port-admiral at Portsmouth. All those, and other distinguished officers, concurred in opinion, that it was a professional indignity, to which, from every motive, public and private, he ought not to stoop. Sir George Collier, therefore, wrote a firm but respectful letter to the Board of Admiralty, wherein he feelingly lamented this mark of inattention or displeasure, and tendered the resignation of his ship. This epistle was read and approved by all his friends, and Admiral Roddam transmitted it to the Admiralty. His proffered resignation, however, was not accepted, and the obnoxious order was recalled. Sir George Collier retained his ship till the disputes with Spain and Russia were adjusted, when he paid her off.

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* *Vide* memoir of Captain Newman, N. C. Vol. XXX. p. 361. for an authentic and most interesting account of the causes that contributed to produce the wreck of that ship.

A promotion of flag-officers having taken place on the 1st of February, 1793, Sir George Collier was appointed a Rear-admiral of the white. It is uncertain whether he had been previously appointed to the blue squadron, or that he attained the two steps at once: be that as it may, he had been at this time thirty years a post captain, a length of servitude that was common till within the last twenty years. On the 12th April, 1794, he was advanced to the red squadron; and on the 12th July following, he was appointed vice-admiral of the blue: this was the last professional step he lived to attain. These moves were matters of course, the public censure pronounced on the Board of Admiralty, for partially and oppressively passing over certain meritorious officers, was probably the cause why Sir George Collier was also not passed over. But these honours were a poor indemnity to Sir George, for the retirement to which he was doomed when the war commenced with France in 1793. The ardent love he bore to his profession, his loyalty and patriotism, made him exult in the glorious victories gained by the navy; whilst the reflection wrung his heart, that from that profession he was probably shut out for ever! As there was not an officer of his standing to be found who had better pretensions to be employed, it must of course have occurred that many, with far inferior claims, were invested with important commands, by which the interests of the state were injured, and perhaps her safety compromised. The treatment experienced by Admiral Keppel,* who fully proved that the *politics* of a naval officer were more narrowly watched than his professional capacity; and that men might obtain preferment and high rewards, whose pretensions were grounded on their qualifications as time-servers and parasites.

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* A portrait and memoir of this officer, Vol. XXIII. p. 1.

† A portrait and memoir of this officer, Vol. XII. p. 169.

‡ A memoir and portrait of this officer, Vol. IX. p. 253.

If Sir George Collier had basely prostituted the laurels he had gained, and become a warm supporter of ministerial measures, no matter of what tendency, although he might have been superseded, it had not been by Rear-admiral Arbuthnot; and if, upon his return from America, he had applauded the *perseverance* of ministers in the war with the revolted colonists, and recommended a continuation of the most savage and ferocious modes of warfare, he might perhaps have been played off—a sort of amphibious mountebank—elevated on the floor of a hustings, to oppose some popular candidate, whose honesty could not be subdued, or whose price was thought too high! He might then have been loaded with favours (we must not profane the term honours), and ran smoothly on before the wind, every sail filled with treasury gales, till he had attained the summit of his profession, and like others, of far inferior talents, have transmitted a peerage, and left his country burdened with a pension to his family!

If naval officers are permitted to hold seats in the House of Commons, which it were conducive to their own honour as individuals, and to the general good of the service, that they should not; they ought to stand aloof above the influence of party-feelings. It excites sensations of sorrow and indignation, to behold a naval conqueror, covered with laurels gained in the hard-fought battle, transformed into a political juggler, and sacrificing his glory at the shrine of ministerial corruption: this is truly afflicting to those who know how to appreciate the former high character of our Admirals; but it is absolutely nauseating to behold, in the House of Commons, mere nautical adventurers—*men altogether unknown as* NAVAL WARRIORS—who, however celebrated as intriguers, speculators, or projectors, are constantly seen sedulously shunning the rugged path of danger—artfully evading the post of honour; but keen as the carrion-loving vulture in scenting from afar every rank job teeming with profit, and pregnant with dishonour! What can be more disgusting, than to see *such characters* rapidly ascending towards the summit of a profession, of which they are the bane and the disgrace? standing forward the mercenary defenders of ministerial crimes or errors: offering themselves to any minister who dreads an inquiry into naval abuses, and submitting to act as a sort of *breakwater*, to fend off every attempt to institute unpleasant investigations, or perhaps, to stem the demand for inquiry into transactions in which they were *personally implicated*, as was said to have been the case in the *ever-memorable* Walcheren expedition! We have been condemned to behold such characters sitting in parliament, by whose conduct the dignity of the naval profession has been sullied,—and the honour of the nation tarnished, and its safety compromised; into whose rapacious grasp commands of high importance have been entrusted; over whose frauds and delinquencies a brazen shield has been spread, through which the spear of public justice was found too feeble to pierce. But this side of the picture exhibits only half the evils attendant on the dangerous practice of preferring political courtesy to professional honesty, gallantry, and skill: for whilst worthless minions may have been surreptitiously advanced; the noblest characters that ever were reared in the naval service, of Great Britain have been thrown in the back ground, obstructed in their path to glory, and made to feel, in every possible way, the malignancy of ministerial vengeance. This was the case with Lord Viscount Keppel, with Sir George Collier, and more recently with characters whom it might be indelicate to name.

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* See the portrait and memoir of this officer, Vol. VII. p. 277.

We have already noticed the line of conduct pursued by Sir George Collier in the memorable debates on the Regency question, as forming one great source of the forced retirement imposed upon him. His biographer has searched in vain for any record of Sir George's speeches in parliament; nor is he able to pronounce on his merits as an orator; but for the honesty of his intentions, and the zeal with which he advocated the cause of the oppressed, his memory has the strongest claims to the approbation of posterity.

Amongst the papers put into the hands of his biographer, is one that seems to be the minutes of a speech which Sir George delivered to a committee of the House of Commons. It appears by this fragment—(for unfortunately it is not a complete report of a concise, energetic, and eloquent speech)—is dated the 16th of March, but the year is omitted; probably it was subsequent to his taking his seat in parliament; a petition had been presented to the House of Commons, praying for the allowance of head-money for the sailors and soldiers, captured and dispersed by his signal victory in Penobscot bay and river. With the result of the application we are unacquainted.

The case of Mr. David Brodie, a post captain, who had distinguished himself greatly in the naval wars of George II. was discussed in 1787 in the House of Commons. It seems, because this old veteran had not served in the American war, the Admiralty Board were pleased to pass him over in the promotion of 1778, when, by seniority, he became entitled to the rank of rear-admiral: his hard case made a strong impression on the House, and reflected great discredit on his proscribers.

Sir George Collier took a decided part in favour of this brave officer. Besides the Admiralty Lords, Lord Hood,* and Commodore Bowyer, voted in favour of the exclusion of Captain Brodie, although the practice opened a door by means of which a corrupt and partial Board of Admiralty might have blasted the prospects of the best and bravest officers in his Majesty's fleets! †

But a much greater stride of power was made from the same quarter, and of the same tendency, in the same year (1787); when the Admiralty Board passed over a considerable number of post captains, who, by seniority, were entitled to their flag. This bold stride towards establishing a despotism of the most fatal kind over naval officers, was loudly condemned by the voice of the country; and early in the sessions of 1788, it came on for discussion in the House of Commons. Lord Howe was at this time First Lord of the Admiralty; and that great officer was hardy enough to avow his decided approbation of the measure!—Sir George Collier, who was found faithful to his public and professional duty, warmly and effectually reprobated the practice, which was overwhelmed by the most forcible argument, and brilliant eloquence. Amongst the proscribed officers, was Captain, afterwards Admiral Sir John Laforey, whose *offence* probably was, his having been one of the bosom friends of Admiral Keppel!—It was fortunate for the Naval-service that this gallant officer's name appeared on the devoted list of those whose professional career was intended to have been closed with the rank of post captain! He had distinguished himself so frequently, and achieved exploits so brilliant, that this attempt to exclude him from his rank, roused a spirit of indignation, that led to the *amelioration*[*] of this grievance. Lord Howe was still First Lord of the Admiralty, and he again had the odious task of attempting to justify a step that bore on its front the stamp of radical injustice. The excuse set up was, that Captain Laforey, by accepting the office of a Commissioner at Plymouth Dock-yard, had withdrawn from the line of preferment and active duty!—But, as though the advisers of these proscriptions had lost all regard to consistency, they promoted Sir Charles Middleton—notwithstanding that he held at that very time the important civil office of Comptroller of the Navy! On a division of the House, 133 appeared in favour of the proscribed officers, and 150 against them. A majority so trivial, was a triumph in every sense of the word, and a censure of the severest kind on the Board of Admiralty, from which Lord Howe shortly retired; and soon afterwards the regulation was introduced, intended to put an end to the wicked attempts thus repeatedly made to reduce naval officers of rank to a slavish dependence on political patrons. The conduct of Lord Howe, on *this* occasion, in the House of Commons, contrasted with his superseding Captain Marriot Arbuthnot for incapacity, and his generous promotion of Mr. Bowen, the master of his ship on the glorious 1st of June, are striking proofs of the manner in which *political connexions* warp the natural bias of the mind; and how greatly a naval conqueror lets himself down by appearing in the character of a courtier.—On both these interesting and important naval questions, Sir John Jervis and Sir George Collier bore distinguished parts. The biographer of this amiable man, and gallant officer, is unable to state when Sir George Collier ceased to sit in parliament for the borough of Honiton. His family stated, that he continued its representative till his death; but that was probably an error; for in the year 1790, his name does not appear in the list of members. The Right Hon. Sir George Yonge, and Mr. Temple, were then members for Honiton.

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* See the memoir of Lord Hood, Vol. II. p. 1: his portrait, Vol. XI. p. 66.

† The fame of Lord Hood had descended much whiter to posterity, if he had mingled less with courtiers and court-politics. As a proof of his docility in this study, might be quoted his *memorable* speech on the 2d March, 1787, relative to the 4th charge against Governor Hastings, in which he expatiated on the hardship of a commander-in-chief being liable to *impeachment* for actions which might appear very criminal to persons at a distance, but perfectly justifiable on the ground of "*absolute and indispensable necessity*!" On such grounds the foulest of deeds may be palliated! *necessity* is ever the tyrant's plea, and the knave's apology.—EDITOR.

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[*] This disease was not removed: the treatment experienced by Rear-admiral Richard Greaves, amounts to proof positive of its recent existence. In another case, a post captain who found himself ruined in consequence of a decree of the appellate jurisdiction of the Admiralty Court was driven into exile to avoid a prison. When by seniority he became entitled to his flag,—he was put on the list of superannuated Rear-admirals. As the ruin of his private fortune originated in an act of public duty,—he felt himself entitled to, and was satisfied with this provision for him in the eve of life. In a short time, however, a letter arrived stating that his appointment as superannuated Rear-admiral, originated in mistake, and that he was placed on the list of superannuated-post-captains.—EDITOR.

Of the professional career of Sir George Collier, his biographer has little more to add. When Lord Spencer was at the head of the Admiralty, he was indeed called forth from the retirement to which he had remorselessly been consigned, and was nominated—not to a command where glory was to be gained in the front of danger—not to a station wherein he might render his country any peculiar service, but—*to the command at the Nore!* A situation proper enough for a worn-out veteran, whose life had been passed in severe and active service—but a place of punishment to an ardent and ambitious mind, that panted for active service, and felt worthy of the post of honour in the hour of national danger!—This appointment took place in January 1795.

However good might have been the motives of those who conferred this post on the hero of this memoir, it seems to have been the single hair that broke the camel's back. His health—already sapped and deteriorated by a nervous disease, occasioned by his want of employment, when so glorious an harvest of laurels were to be reaped—now rapidly became worse. He was soon forced to quit the Nore, and breathed his last sigh in the bosom of his family, at his house in Manchester-square, on the 6th of April, 1795.—Thus untimely perished one of the most benevolent of men, and most honest and disinterested of patriots, whose bravery, activity, and perseverance in the performance of his duty as a naval officer; and whose mild and gentlemanly deportment, rendered him one of the purest characters ever reared in the British navy. To quote his own eloquent expression relative to one of his seamen, it may fairly be asserted he fell "*the victim of sensibility*," and died of a broken heart!—If his career had not been checked—if the path to renown had not been shut against him by the iron hand of power—he might, and in all probability would, have survived many years, and have attained the highest pinnacle of glory as a naval warrior; and have transmitted to his family a peerage, honestly acquired by his valour, and merited by his virtues.

Sensible of the loss he sustained in his education, he applied himself assiduously to supply the defects occasioned by the early period at which naval officers are—alike injuriously and unnecessarily—obliged to go to sea. Endowed by nature with a mind highly susceptible, he became not only an accomplished scholar, and man of taste, but one of the most polished gentlemen of his day.

Besides the officers already enumerated, amongst his select friends were, Admirals Macbride,* Sir Thomas Paisly,† Sir Richard Bickerton,‡ George Darby,§ and Dalrymple. He was a steady and vigilant officer, who maintained a full degree of discipline, with the least possible coercion. Small offences he overlooked, or gently reprimanded; and of more serious offences, few or none occurred on board his ship. In his private journal, he praises the excellent character of his officers, and the duty of his ship seems to have been carried on with the utmost alacrity and cheerfulness: he was slow to punish, and by a happy science, difficult to attain, he gained the love of his people, without in the least degree relaxing from the dignity belonging to his rank. In all cases of peril, he was sure to take his full share, never shrinking from danger or hardship; and so perfect was his practical knowledge of a seaman's duty, that there was nothing he had to command, but he was able to execute.

He was an enemy to the mode of manning the navy by impressment. He conceived it perfectly practicable to attract all the youthful mariners on our coasts, by a wise and liberal system of reward and promotion; in which case he thought the use of the lash might safely be abolished—cases of *theft* only excepted.

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* *Vide* N. C. Vol. XIX. p. 265. † Vol. IV. p. 549.

‡ Vol. XIII. p. 337. § XXIII. p. 89.

He felt—and he noticed the different reception given at Court to officers dressed in red coats, or blue: a difference that has ever since been increasing; and which, at the present hour, is *not* supposed to be on the wane!

In person, Sir George was of the middle stature; active, and well made. His countenance was open and manly—his eye blue, and beaming with intelligence; his hair light, and complexion fair. The miniature from which the Portrait was engraved, is esteemed by Lady Collier as an excellent likeness: but she complained that the nose was made too broad in the engraving, and the face too large.

In page 267, in the first part of this memoir, agreeably to the information given by the family of the deceased, his biographer stated that Sir George Collier had not held any command after he quitted the Flora frigate, in 1773. It is not stated *where* the Flora was stationed, nor where she cruised whilst under the command of this officer; probably it was on the American station, as he was knighted in 1775, on account of services performed in America; and in his private journal, in a letter to one of his select friends, dated in London, April, 1776, he mentions a "*former voyage*," in which, from excessive cold, and furious storms, he suffered hardships "*which are not to be described;*" which he omits, not wishing to harrow up the sensibilities of his friends.

He served part of his time as a midshipman, it is supposed, with Sir George Pocock,* most probably in the East Indies. He was made commander into the Wasp sloop of war.

By a letter dated New York, 20th May, 1779, signed, "Frederick William Geyer,† the operations of Sir George Collier in the Chesapeake are spoken of as being the most important events of the war, and likely to quash the rebellion, if followed up. The writer anticipated the marks of favour that would await the hero on his return home, both from his Sovereign and his country; and adds, that a thousand guineas had been subscribed, which lay at his disposal: but there is no explanation as to the application of this fund.

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* *Vide* memoir and portrait of this officer, Vol. VIII. p. 441.

† There is an extensive and wealthy family of this name resident in Wermenland, in Sweden, who are mine-owners; the head of whom is Sir Bengt Geyer, of Roerstrand, near Stockholm, a celebrated mineralogist, who, in 1808, held several important public offices, and is the owner of the largest porcelain manufactory in Sweden. Probably this Mr. Geyer was a member of that opulent and respectable family.—EDITOR.

After having thus faithfully depicted the character of this brave and accomplished gentleman, we shall now sum up the leading services he performed during his command in America; from which the reader will readily conceive what he might have effected, had higher commands, and greater fleets, been entrusted to his able direction.

The contents of the MS. journal prove that Lord Howe resigned the command of the fleet on the American station to Admiral Gambier, being fearful of sullying his professional character, through the inefficiency of the force, and the wretched manner in which the affairs of the naval department were then transacted: from the same motives, Admiral Gambier, on whom the command devolved, also gave it up, having still farther diminished the force left for Sir George Collier to command; yet, such was the promptitude and decision of his conduct, that with such very feeble means * he wrought greater injury to the enemy, and attained more triumphs for his Majesty's flag, than any other officer on that station had done before.

He gave the first great check to the Americans by sea, in taking the Hancock frigate, Commodore Manley, with a broad pendant. —He captured and destroyed more than five hundred sail of vessels, many of which were frigates and ships of war, fitted out to cruise against the trade of Great Britain.—He effectually protected the valuable fisheries of Sanso and Nova Scotia, both of which had been destroyed the year before by the Americans.—He protected Nova Scotia several times from invasion; and once in

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* The naval force which Commodore Sir George Collier was nominated to command, consisted of *one* sixty-four, *one* forty-four, *five* frigates, *two* sloops, and some gallies, in all fourteen pendants: a force *inferior* to the enemy. Yet, with this shadow of the naval force sent out to America, he effected more real service to his country, than had been performed when a hundred pendants were parading in the harbours, or on the coasts.—EDITOR.

particular, by attacking the settlement of Machias, burning and destroying the considerable magazines which had been collected there for the purpose of aiding the invasion.

With diminished means, this active and indefatigable officer protected British commerce on the coasts of America and Nova Scotia, in a manner so effectual, as gave universal satisfaction to the merchants. For these eminent services, he was honoured with the public thanks of the Governor and Council of Nova Scotia; the House of Assembly sent a formal deputation, and the merchants twice sent him an address of thanks.

In the attack on Virginia, in conjunction with General Matthews, he captured Portsmouth, and completely destroyed all the considerable arsenals and naval stores, and marine yard at Gosport, with many frigates and vessels of war then on the stocks: the loss he inflicted on the United States in these operations, was irreparable during the war, and amounted to upwards of a million sterling!

In conjunction with Sir Henry Clinton, he reduced the strong posts of Fort La Fayette and Stony Point; and, in co-operation with General Tryon, he captured Newhaven (the capital of Connecticut), the towns of Fairfield, Norwalk, and Greenfield.

At a very critical moment, he relieved his Majesty's garrison at Penobscot, which, with a general officer, was on the point of surrendering.

He destroyed the whole of the American fleet at Penobscot, together with all their transports; by means of which exploit the trade of Great Britain was secured from the extensive depredations which that considerable fleet might have effected. This fleet was commanded by Commodore Saltonstal, whose ship was the second American flag-ship taken and destroyed by this active officer.

Such were the services rendered to his King and country by Sir George Collier, during his being stationed on the American coast; but principally whilst as Commodore, he acted in the capacity of Commander-in-chief! Can any one doubt if equal talent, activity, and enterprise had been displayed by every other commander-in-chief, both on sea and land, that the colonists *must* have been defeated?—Yet, all these brilliant services were inadequate to procure him any mark of royal favour whilst living, or even a public monument, as a token of gratitude, when dead? May this exposition of the public conduct of those whose malignant hostility contributed to his hard and unmerited fate, be a warning to other naval commanders, to shun all dirty political intrigues, and teach them, that sooner or later, the truth will appear, and the pen of the historian hurl vengeance on their misdeeds, even beyond the grave. And before the British navy be placed in a state of *increased* apathy and disaffection through the baleful effects of *borough-influence*, and *political-bias*, may a timely investigation of the *causes* that have disgusted so many of our best officers with the service, and driven so many of our best and most valuable seamen from our fleets into those of America—prevent the further deterioration of a service on which the safety of this empire peculiarly depends; for, if naval abuses are suffered to accumulate unchecked, and parliamentary interest prevail over professional merit, there is every reason to fear the destruction of our navy will be the consequence.

Vice-admiral Sir George Collier was twice married: his first wife was Miss Christiana Gwyn, daughter of ——— Gwyn, Esq. by whom he had one son, named William; this marriage had place in 1773:—his second marriage, to Miss Elizabeth Fryer (the present Lady Collier), took place in 1781, by whom he had four sons and two daughters. His eldest son, George, attained the rank of Lieutenant-colonel of the Coldstream regiment of Guards, and was killed in the 31st year of his age, in the fatal sortie from Bayonne,*—the second son, Francis Augustus, was bred to the naval profession, and received the first rudiments of the service under Captain Schomberg, of the Magnanime, of 44 guns, (late a commissioner of the navy), who sailed as first lieutenant of the Canada with Sir George Collier, and served in that capacity at the capture of the Leocadia frigate. Sir George Collier had a very high opinion of this officer, which induced him to place his eldest son under his command. In January, 1798, as Sir Horatio Nelson was walking at Bath, he saw a young mid, dressed in naval uniform, whose air and appearance pleased him, with whom he entered into conversation, and finding he was the son of Sir George Collier, he waited upon Lady Collier, the mother of this youth, and was very urgent to have him "*under his wing.*" Lady Collier pleaded his extreme youth, being then barely 12 years old, and perhaps a mother's fears influenced her determination, and she did not immediately send him to Lord Nelson's ship; but, in March following, Mr. Francis Augustus Collier was received as midshipman on board the Vanguard: during the time he served under this great officer, he gained, in a peculiar degree, his patronage and confidence. Lord Nelson, wrote many flattering letters to Lady Collier, expressive of his approbation of the conduct and future promise of her son, who at present, after a life of almost incessant service, is a post captain, and commands the Grampus, of 50 guns, now absent on a voyage to China.

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* This officer inherited his father's spirit and amiable disposition: he left Westminster school at seventeen years of age, and joined the Coldstream regiment in Ireland in 1800, as an ensign; after staying there a few months, he proceeded to Egypt, where he was at once initiated in the art of war, on one of the most splendid theatres in the world; he received a violent contusion in his right arm, and attained his lieutenancy during that glorious campaign: to his Royal Highness the Duke of York, through the gracious recommendation of his Royal Highness the Prince of Wales, he was indebted for his commission in the Guards. He accompanied the Guards to Germany in 1805; and embarked with them again in 1807 for Copenhagen; in each of which expeditions he returned unhurt. In 1809, for the fourth time, he left his native country to serve in Spain, and remained three years in the Peninsula without quitting his regiment for a single day, though his health was greatly impaired, particularly during the last six months of his stay in Portugal, which he quitted at the latter end of 1811, on his promotion, by purchase. He remained nine months in England, and almost before his health was re-established, he again, and for the last time, left the shores of his beloved native country, to combat its enemies in

The third son was named Henry Browne Collier, who was also bred to the navy: he holds the rank of commander, and recently commanded the Hesper S.W. on the Madras station; the fourth son is named Charles Collier, and is serving as a cornet in the cavalry in Bengal. The daughters are, Miss Louisa, and Miss Georgina.

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the Peninsula. He had been wounded at the battle of Talavera, in the knee, and after having shared in all the dangers and the glories of his comrades in arms, he was doomed, in the sacred hour of peace, to fall, in the flower of his days, under the most cruel death wounds, the torture of which he endured with a fortitude equalled only by his bravery. His valuable life was terminated on the 10th May, 1814. The army with which he served bore testimony to his gallantry on all occasions. He was interred with all that imposing and solemn military pomp, to which his rank, his worth, and his melancholy fate so peculiarly entitled him. His untimely grave was bedewed with the tears of the brave—his companions in battle, both officers and privates: he was ever "*the soldier's friend.*" United with those heroic virtues, he was in private life the perfect gentleman in mind and manners.

This officer had an only brother, Mr. Benjamin Collier, who was bred to the profession of the law.

Sir George Collier was much addicted to literary recreations; possessed a true taste, and his lighter pursuits in life were those of the refined gentleman, and elegant scholar. He translated the dramatic romance called Selima and Azor; which was brought out and played with success at Drury Lane Theatre, 1776.

A *fac-simile* of the hand-writing of this truly noble character is hereto subjoined.

G Collier,

⁂ Captain Sir George Collier, now on the American station, who recently challenged one of the American frigates, is not at all related to the family of the late Vice-admiral of that name.

PLATE CCCCXXV.

FROM a drawing by Mr. WHITCOMB, representing the landing of the Hessian troops, under cover of the Rainbow frigate, Captain Sir George Collier, at Gravesend Bay, on Staten Island, in 1776.

NAUTICAL ANECDOTES AND SELECTIONS.

NAVAL TORTURE.

WE have every reason to believe that the enormity we are about to recite, stands without a parallel; and he who now causes its insertion in the NAVAL CHRONICLE would have performed that act long since, but for the fear of injuring those in their profession by whom the fact was communicated. After perusing the disgusting narrative, who can wonder that our seamen fly the service of their country, and seek shelter even in the fleets of their enemies.

In the early part of the late war with France, when the * * * * * * * frigate, commanded by Captain * * * * * * * was stationed off Bantry

Bay, a black sailor, who was greatly disliked by the crew, and to whose agency every thing bad that occurred was imputed, was accused of having cut half way through the lifts of the main top-sail-yard, whereby it was evidently intended to endanger the lives of those who might go upon the yard. It was, indeed, an offence that merited severe punishment; but the more enormous the crime, the more care is required in its verification. This act was imputed to the black, who resolutely denied it. The captain is said to have ordered him to have six dozen lashes *well laid in*, by right and left handed master's mates, without bringing him to a court-martial. The punishment was inflicted in the severest possible manner, but the black incessantly and vehemently asserted his innocence. He is said to have been taken down and put in irons. The next morning he was ordered to be tied up, and the captain challenged him again with having cut the top-sail lifts: he again denied the imputation. The master at arms was then desired to obey the orders he had received. He accordingly advanced *with the galley poker* RED-HOT, which, by order of the captain, he applied so close to the mouth of the black, as to scorch him very badly. Yet he still refused to confess. The captain then ordered the glowing iron to be drawn across his swoln and bleeding back, which barbarous order was deliberately obeyed, and the miserable wretch was scored, diamond-wise, from his neck down to his loins! This torture is said to have wrung the most heart-rending groans from the sufferer, but no confession. This scoring with a red-hot iron the mangled flesh of the negro being ended, the half-roasted wretch was once more taken down. The captain is said to have desired the officers to omit entering the punishment in their journals or returns, *on pain of his displeasure*, and so great was the dread in which he was held that no one disobeyed. The next morning the * * * * * * * boarded a Liverpool ship, outward bound to Africa, from which he took a couple of hands, and put the poor negro aboard, who was still alive. The smoke that arose from the broiling flesh of the black, carried aft by the wind, is said to have made the officers sick on the quarter deck; and, although *three hundred* persons witnessed this hellish scene, no one had public spirit to cause the perpetrator to be brought to justice; who lay under heavy imputations, on account of other excesses of which he stood suspected.

A VETERAN OUT OF HIS ELEMENT.

A PERSON residing near Tower-hill having occasion for a porter, asked an elderly seaman, who stood with a porter's knot upon his shoulder, if he would carry a small trunk for him. The seaman eagerly answered in the affirmative; and he was requested to take it to the Swan with two necks. The poor fellow felt embarrassed,—this was his first essay as a porter, and he had overlooked the material qualification of knowing his way about London, of the topography of which he was completely ignorant. His furrowed face, and brow of care, had attracted the notice of his employer, who asked him how he came to take up a knot without knowing his way about town. The old mariner's heart was too full of grief; he could scarcely say it was hunger and distress that drove him to that expedient. The gentleman asked him his history; and it appeared he had served *twenty-five* years in his Majesty's ships of war, had never had the R marked against his name, and he was now turned adrift in his old age without any asylum, or means of getting his bread. He had tried to ship himself in any capacity in a merchant ship, but he was too old to learn that line of duty, so different from a man of war, and as his last resource he had borrowed a knot to try his luck as a porter, forgetting he should first have learnt his way about London. His present wants were liberally supplied; but what is to become of the old veteran? must a workhouse or a prison be his last retreat?

If he had served in the army twenty years, would he not have been entitled to a pension of *twenty pounds* per annum during life? Yet, as a *seaman*, after the flower of his days had been consumed in the service of his country, he is cast off, without provision and without reward. *Proh pudor!*

THE AMERICAN PLUTARCH.

WHEN Admiral H. commanded our ships of war at Gottenburgh, there was an American who used to visit the flag-ship occasionally, who sometimes found it difficult to refrain from very insulting national reflections, particularly on the victories obtained by his countrymen. It is said that the admiral once meeting with him, on board the ——— asked him how he contrived to spend his time at Gottenburgh? very dull, was the reply. "Are you fond of reading?" "Particularly so," said the American. "I pity your condition," said the admiral, good naturedly, "I have lately received a work that I think could not but prove extremely interesting to you and your countrymen; it is the *American Plutarch*, did you ever read it?" "Never heard of it," said the American; "I should be particularly pleased to see it; I suppose it has been written since I left America." "No such thing," said the admiral, "*your grandfather* was probably well acquainted with it:" this made the American still more eager to obtain a perusal of this work. The admiral then ordered his steward to go to the secretary and ask the loan of the American Plutarch for Mr.———, who quickly returned with an old edition of the—*Newgate Calendar!*—We are decidedly hostile to the use of reflections such as these, which are alone to be justified on the *retaliatory* system.

IMPERTINENCE REBUKED.

AN old master of the navy, of grave and sedate carriage, an unaffected Christian, happened to have for one of his companions in a stage coach, a young man, whose loquacity was as troublesome as his ridicule of the holy mysteries of religion was offensive. He cut up without mercy whatever he could not comprehend, and was particularly severe on the history of Sampson, and his catching three hundred foxes, and tying them tail to tail. At last he fell foul of the *manner* in which David slew Goliah. "This Philistine," said the youthful orator, "was a giant of huge stature, now do you think, my old friend," said the stripling, "that a pebble thrown from a sling could have power to enter the *os frontis* of such a monster and pierce his brain?" "Nothing more probable, young man," said the old mariner, "*if his skull were as soft as yours.*"

REAR-ADMIRAL BROWN,

LATE commander in chief on the Jamaica station, whose death has just been announced, was a zealous and experienced officer, and his death will be regarded as a public loss. He has left a widow and nine children. He terminated his earthly career almost in the act of performing a duty which does honour to his memory. He had promised a deserving young man the first vacancy that occurred, and one took place the very day he was attacked with a fever, and finding, on Monday following, that no hopes of his recovery remained, he called his secretary, and desired him to make out the commission as quickly as possible: it was so, and being presented to receive his signature, in his efforts to accomplish it, he found his weakness increase to so alarming a degree, that he exclaimed, "Good God! death seems to arrest my hand in the performance of my promise." After a short rest, he made a second effort, and by the most painful exertion, executed the promise, which even in the pangs of death he so generously strove to fulfil.

A FAITHFUL SAILOR.

As two sailors were returning from Edmonton fair, they thought to make a short cut for Limehouse by crossing Hackney fields; but being rather top-heavy, they found a great difficulty in clearing the ditches and stiles. At last, the foremost having descended from a stile, run some distance and fell. The other, whose steerage was in a little better plight, soon reached his sprawling companion, whose extended hand he made many efforts to reach, but still drew back to prevent tumbling over him. Jack was in great distress, for he found, if he stooped, he should fall: not perfectly understanding the object of his manœuvres, the tar that was down said, "What, Jack, *you wont leave me here aground, will you?* "No," says Jack, "*but as I can't heave you off, I'll even take a berth alongside.*" and down he threw himself to take a snooze before they made another attempt to reach Limehouse.

GIBRALTAR.

COPY of a Speech delivered in the House of Commons by the late Vice-admiral Sir George Collier, relative to that fortress. The events of two long and bloody wars have confirmed the justice of his remarks.

I have long looked upon Gibraltar as a mill-stone about the neck of this country, and though I am ready to acknowledge and to applaud as highly as any one, the brilliancy of the defence made by the gallant officers and men who composed the garrison; yet I must constantly deplore the heavy and enormous expense this barren spot of earth is of to this country.

Sir, I suppose, if the many millions Gibraltar has cost Great Britain since it has been in our possession, were to be changed into silver, it would go near to encrustate the whole of the rock.

The enormous expense of making new works yearly; of maintaining the numerous garrison with provisions, pay, cloathing; the artillery, stores, ammunition, transports, and many other expenses, has seldom cost the nation less than half a million a year; an expenditure which, if saved, might ease the people of several severe and heavy taxes with which they are now burdened.

But I have heard of the vast importance of Gibraltar; of its being the key of the straits, and the great consequence it is of to this country: assertions without proofs are futile and absurd: let us examine the advantages.

If Gibraltar can be of any use to Great Britain, it must surely be in time of war; was it so in the late war? *No;* not an English merchant ship could pass the Gut, without an almost certainty of being captured; Spain possessed the shores on each side the Gut, the Emperor of Morocco having ceded to Spain, for a certain term, the Barbary coast from Tangier to Tetuan; their cruizers and row-boats made the passage, therefore, into the Streights almost impracticable, and for this reason, our trade during the war was carried on almost entirely in neutral bottoms. *So much for the " Key of the Streights."*

But what an advantage it was of to us (they say) for Spain to expend her treasures, and employ her army solely before a place which their every effort could never reduce! To that it can only be urged, the little probability of Spain making again such a mistake in a future war.

Now, Sir, look at the disadvantages; see the grand fleet of England, after long, fatiguing, tedious cruizes, instead of retiring into port for some time, to recruit and refresh the debilitated and worn down seamen, who for many months had been feeding on salt provisions, obliged to fit out again immediately in the depth of winter, to combat afresh the elements (and perhaps enemies) to supply this barren rock with stores and provisions; leaving thereby our own coasts liable to the insults of an enemy, and the homeward bound fleets and merchant-men to be taken, for want of the usual Channel guard, that were forced to be withdrawn to strengthen the grand fleet upon this business.

And here, Sir, as a professional man, I must beg leave to point out the particular inconveniency and danger of having the natural defence of the kingdom sent into the Mediterranean.

The Admiralty can certainly pretty well judge by the distance, of the time the fleet might be expected to go to most places, and return; but to the Mediterranean, no seaman can possibly form an opinion, it depending so much on accident; a very strong current always runs from the Atlantic into the Mediterranean; nothing then but a *fair wind* can bring the fleet back through the Gut, and it is very possible, at a time of most pressing danger to Great Britain, they might be shut up in the Mediterranean for two, three, or even four months, for want of such a wind as could enable them to get through the Gut into the Western Ocean.

What would be the situation of the nation, if, during such a service, the grand fleet, by any misfortune in that dreary season, should be destroyed? and yet hazardous as it is, it must be repeatedly attempted during a war, if Gibraltar remains in our possession.

Sir, I can have no other motive for what I now say, but a warm and sincere regard for my country: it appears clearly to me, that Gibraltar is a heavy burden to this country, without the smallest advantage.—As to its giving us consequence with the Barbary States, I deny it; our men of war alone make us formidable to them, and as long as our fleet is respectable, we shall ever be feared by the whole coast of Africa, let Gibraltar be in whose possession it will. The notion of large quantities of English goods finding their way into Spain, through the medium of this garrison, is ill-founded; as, from the best information, I can assert it is not a fact—the point of honour amongst the Spaniards will never allow them to be cordially our friends (though they are much inclined to be so) whilst we retain a fortress in the centre of their dominions: what would our feelings be, to see them keep possession of the Isle of Wight in spite of us.

I hope, therefore, Sir, from these considerations, that the real interest of this country will occasion Gibraltar to be exchanged for something of real advantage to us: as to the common-place expression, of its being a feather in our cap, I am afraid this burdened nation can ill afford to pay taxes to the amount of half a million to wear a feather! I have somewhere read the opinion of an ancient philosopher and mathematician (I believe it was Archimedes) that if a horse was to be loaded to the utmost he could possibly bear, a single feather would crush him.

A WOUNDED SAILOR.

A SAILOR named .... who had faithfully served several years in the Navy, was one of the crew of the Berwick, who volunteered to go out in the barge to cut out a schooner that lay at an anchor, protected by the batteries of Genoa. They were successful, but nearly the half of the barge's crew were killed or wounded: this young man had no less than three balls through his right arm, which was, of course, obliged to be amputated.—

After he was discharged, not knowing how to subsist on his pension of fourteen pounds per annum, he determined, when he should reach London, he would go personally to the Admiralty and solicit for a cook's warrant. His petition was heard by some one who carelessly dismissed it.—"You were not long about it; you had not much trouble in taking her." The poor fellow knew not what to say, and he retired very low spirited.

He went to an agent's to ask about some prize-money; the clerk told him it was payable, but he must call next day. The sailor, who was almost in a starving state, begged hard of the clerk, if the money was sure to be paid, to lend him a trifle to buy him some food, who humanely lent him a pound note.

He was unwell, and scarcely able to walk; and just as he had nearly reached his lodgings, he was attacked by some ruffians who had evidently *way-laid* him, and this half-starved cripple was, with a bludgeon, knocked down;—his handkerchief torn from his neck,—his trowsers torn away,—and *the pocket* also where his money was stowed; he was then told not to move for a quarter of an hour, if he did he should be murdered! After laying sometime almost insensible, the poor fellow got upon his legs, covered with mire, and bleeding. A surgeon kindly dressed his wound, and he crawled pennyless to his poor retreat. Such were to him the disastrous adventures of a day in London.

ADMIRAL LORD RODNEY.

It has been recently asserted in the public prints, that Lord Rodney, in the early part of his life, was the first gentleman who ever drove coach-horses with their tails *nicked* and *cut*, in the way they now are. Previously to his lordship's adopting this fashion, all coach-horses had long, or what are called bob-tails. This record forms a sad compliment to his lordship's taste or humanity:—a poor memorial to have been the author of such cruel tortures, as have since been inflicted on that noble animal.

ADMIRAL DE WINTER.

After this gallant Dutchman was brought on board the Venerable, he went to the cabin of a marine officer, who had just suffered amputation of both his legs. As the Admiral leaned over the wounded officer, he said, "Your wounds are heavy, sir, and your sufferings great, but you have that within," laying his hand upon his breast, "that will enable you to sustain it." He paused a few moments; the tear glistening in his eyes; when he mournfully said, "How happy should I be, sir, to be as you now are, if I had been the victor, and had seen my fleet conveying the British prizes into the Texel!"

CHARACTERISTIC TRAIT OF SIR GEORGE COLLIER, KNT.

When he was ordered off to America, at a day's notice, in the Rainbow, not having time to purchase a cow, he bought a she-goat for the sake of her milk; but her kid moaned so piteously, that Sir George deprived himself of the milk, though he could not relish his tea without it, rather than deprive the poor little animal of its natural sustenance.

LEWIS GALDY.

Copied from a Tomb-stone at Green Bay, Port Royal, Jamaica.

"Here lies the body of Lewis Galdy, Esq. who departed this life at Port Royal the 22d of December, 1739, aged 80,—He was born at Montpelier, in France, but left that country for his religion, and came to settle in this island, where he was swallowed up by the Great Earthquake in the year 1692; and, by the Providence of God, was, by another shock, thrown into the sea and miraculously saved by swimming, until a boat took him up. He lived many years after in great reputation, beloved by all that knew him, and much lamented at his death."

ELEGANT TUITION.

The following is a literal copy of a hand-bill, actually circulated by a French Emigrant not long since at Philadelphia:—

"I, Jean de Meriou, bein trow necessité oblige to teach la langue Françoise to de Peuple, I be glad you send your childs a moi. Je demeure toder ind Second Street——All my leisure hour I make Sausage a Vend.

"O! I forget to tell how much I ave for teach dé School——4 dollor a quarter for teach de plus polite langue d'Europe."

A CANINE BAROMETER.

A GENTLEMAN, some few years since, brought a pointer dog from South Carolina, who was a remarkable prognosticator of bad weather. "Whenever I observed him," says his master, "prick up his ears in a listening posture, scratching the deck, and rearing himself up to look over to windward, where he would easily snuff up the wind, though it was the finest weather imaginable, I was sure of a succeeding tempest; and this animal was grown so useful to us, that, whenever we perceived the fit upon him, we immediately reefed our sails, and took in our spare canvass to prepare for the worst."

CORRESPONDENCE.

MR. EDITOR, *Hitchin, Herts, September 25th,* 1814.

THE late action of the Avon and the Wasp has again awakened my attention to trans-atlantic affairs, and I cannot help most bitterly repining at the good fortune which the Americans have, in thus falling in with ships of inferior force; but, notwithstanding, I must repeat what I said in a former letter, "that I see nothing to regret but the loss of life to so many brave men—our flag is still untarnished." If any one doubts our naval superiority, let him compare the actions which have taken place; our ships have mostly been defended as long as they would swim, and not one of theirs has been seriously injured. The Americans themselves must, therefore, acknowledge, that we deserve the character so spontaneously given us by all the world, and that it is not quite so easy as it appeared, to wrest the trident out of our hands. Most gallantly, indeed, have our ships been fought, and I sincerely hope the survivors will have good reason to know, that their prince and country are more than satisfied with their conduct. These victories, as the Americans call them, may, perhaps, inspirit them, and cause them to look forward to the time, when they may oppose us successfully on equal terms, which I am of opinion they cannot do; and it appears they think so themselves, or why did they refuse permission to the Macedonian to meet the Statira, two ships of the same class? That they are not under orders to decline such chivalric meetings is clear, as Commodore Decatur had no objection to the contest, provided the Endymion should, at the same time, meet the United States, when he was well aware the United States was pretty nearly a match for both: to what then can we attribute his refusal? Simply to this;—that he well knew the Yankee flag would turn pale, and wither before the British ensign. I wish, Mr. Editor, to claim your attention whilst I communicate a few thoughts which hastily present themselves, and which I should not dare to trouble you with, but that I think it the duty of every man to contribute his mite towards ensuring success to his countrymen when opposed to the enemy. In the first place, it appears to me, to ensure success for the future, it will be necessary to give our ships heavier metal than they now usually carry, as it is impossible for an 18-pounder to cope with a 32, or even a 24-pounder, and we are now perfectly aware of the American penchant for large guns, the increase of weight which each ship will have to carry on her gun-deck I do not think an objection; perhaps a few more men and stores may be required, the expense and inconvenience of which will not bear a comparison with the advantages likely to accrue from the change. I understand their line of battle ships are to carry much heavier guns than ours, and no doubt in tonnage and number of men they will exceed. The same causes will produce the same effects; and, unless some alterations are made, we must expect to see our small 74's fall a prey to theirs, as well as our frigates and sloops. If I am not mistaken, the Pelican S.W. when she engaged the Argus, had 32 pounders, and the American only 24's; what was the consequence; in little more than a quarter of an hour the Argus was obliged to surrender. In the 28th volume of the NAVAL CHRONICLE, is a document presented to the committee of naval affairs of America, in which are the particulars of the outfit of their men of war: by this it appears, their 74's are to carry—lower deck, 28 42-pounders long guns; upper deck, 30 24-pounders, ditto; quarter-deck, and forecastle, 26 42-pounders carronades; and 4 68-pounders on the poop! Ours, I believe, carry only 32-pounders below, and 18's above. Let any naval man estimate the different weight of shot thrown from each ship at a broadside, and say what he thinks would be the result of an hour's action! These things will, I hope, be taken into consideration by those who are at the helm. The next thing to which I wish to call your attention is, the necessity of rendering our ships more offensive than they are at present. Our naval actions, for the last 29 years, have generally been decided by an honourable cannonade (excuse the term); which the Americans not satisfied with, resort to all known means of annoyance, such as unslacked lime, to throw on board, buck-shot riflemen, shots of all forms, to cut up our rigging, and even four pounders in their tops, hand-grenades, &c.; all these things united, must, in close action, do much mischief, and, if we wish to fight on equal terms, we must adopt them; we should never be ashamed of copying from an enemy: from what model did the Romans build those galleys, without which they could never have conquered Carthage?

Small arm men do not, I fear, abound in our ships of war, many officers caring little about them: Lord Nelson did not value them;—but, alas! received his mortal wound from one. Lord Anson (no mean authority), highly approved of them. I have no doubt, in our different actions with the Americans, they had double the number of small arm men that our ships have. As a proof how much they study these matters, an American captain with whom I dined at the Table d'Hote, at Antwerp, about a month ago, informed me, that for the defence of New York, they had a vessel mounting a number of heavy guns, quite imprenetrable to *any* shot: she has a steam-engine on board to move her from place to place, and also to throw boiling water on any who may attempt to board; and for the same purpose she has a quantity of scythe-blades in machinery all round her, which the same engine keeps in a constant whirling motion: her name is appropriate; the Diabolus. If our enemies are so active, let us not be idle. Powder should be allowed for frequent exercise with the great guns: rifles should be introduced; the sword exercise attended to, and nothing should be neglected that may tend to render our ships more effective. No man living has a higher opinion of our navy than I have; the gazettes, for the last 20 years, attest their merits, and as we are perfectly satisfied with their zeal, courage, and talents, let us hope government will give them full scope, by increasing the weight of our different rates, so as to be on equal terms with their opponents. They ask no more: one thing, I think, appears clear, the Americans acknowledge their inferiority, in thus building and equipping their different rates so superior to ours: the President was not intended to fight our line of battle ships—what then? why, our frigates; and, therefore, they, not having the courage to try equal strength, have made them one-third larger, and one-third more men and weight of guns. I must now conclude, regretting that my ability falls so far short of my zeal in these matters, and wishing success to the British flag, I remain, Sir, your, &c.

J. C.

MR. EDITOR, *12th October*, 1814.

THE ample experience we have already had since the commencement of the present American war of the inadequate force of our frigates and sloops, to cope with American ships of the same designation, must have taught our present B. of A. the propriety, nay, the necessity of *preparing* and *keeping effective*, a force, and that not a small one, of a similar description to that possessed by our active, enterprising, and successful, enemy. I am aware that ten or twelve heavy frigates, built on a larger construction, and capable, I believe, of carrying fifty guns, besides a considerable number of common sized 38 and 36 gun frigates, have been fitted out with considerable alacrity, and are now employed actively on the coast of America, where I should be very happy to hear they had an opportunity of getting fairly alongside the United States, President, or Constitution, which, however much our boasting enemy may be elated with his victories, have never yet fought us on equal terms. Although I must allow they have fought gallantly, and like men determined to dispute our naval superiority: to make them sensible of this, and to teach them *respect* for the British flag, *ought* to be, and I hope is, the determination of the B. of A.; as I am sure it is that of every British naval officer who is now afloat; it is the hope and expectation of the country, and if our naval power is at all governed and employed with vigour and ability, the hopes of our country will not be disappointed. I am rejoiced, Mr. Editor, for, in my opinion, we are largely in debt to our American foes in that kind of specie, which I trust we are not likely to be soon bankrupt in, *hard blows*. I am glad to see that our commander in chief on the American station *now* possesses the means and the determination to carry the glory of the British arms into the heart of their country, and that even in their capital, they have at last felt and seen what Britain can effect, when her valiant heroes are led on by men accustomed not only to command Britons, but to conquer enemies, before whose successful career the whole of Europe had been laid prostrate. I, for one, exult in the enterprising and successful inroad made by the gallant General Ross, and his equally gallant coadjutor, Admiral Cockburn; *their visit* to Washington will not speedily be forgotten, and I am sanguine in hoping, they will not fail soon to pay their compliments in the same handsome style at Baltimore, New London, and New York, where I hope they will be able to destroy those American men of war, which have done us so much mischief, and given our gallant tars many a fruitless search for. But let not our gentlemen at the naval helm, even were this fortunately to be effected, forget the trouble we have had in preparing ships similar to, and able to cope with them. I would strongly and earnestly recommend that the frigates, *henceforth* ordered to be built, should be on the largest construction fit to cope with any ship termed frigate either by the Americans or French, and that equal attention be given to our line of battle and 20 gun ships; one of your correspondents from Glasgow informs us that the line of battle ships building by the Americans are to carry 96 guns, if they can send such vessels to sea, which, however, I trust, Sir A. Cochrane will prevent them from doing for years to come, by destroying those now in hand, we have nothing under three-deckers fit to lay alongside of them; this description of force, however, is not likely very soon to give us much trouble, as it must require two or three years to enable them to send five or six such ships to sea; still, however, we ought not to forget that such *are preparing, with the avowed determination* of disputing our long-envied naval superiority. To the class of vessels denominated large sloops, or more properly, I think, 20 gun ships, being commanded by junior post-captains, the B. of A. ought to give the greatest attention; and I must do them the justice to state, that, at present, there are several, I believe eight or ten, new vessels of this description fitting, they will carry 24 or 28 guns, and be manned with 150 or 170 men: it is only such ships that can successfully engage what the Americans call their sloops of war; it has been amply proved, that twice out of three times our 16 or 18 gun sloops have no chance whatever with the American of similar denomination; the destruction of the Peacock, Reindeer, Avon, Frolic, Boxer, &c. prove it beyond a doubt: more bravery, or determined valour was never shewn than by the captains and crews of these ships; but they were unavailing against the great odds in guns, men, and tonnage, of the enemy. I hope, therefore, at least until the American navy is destroyed, there will be no relaxation in building and fitting ships of the description above-recommended, such only can maintain our naval rights, our long-established naval supremacy, which, if we *lose*, we lose our best bulwark; but of this there is no fear, if the naval helmsmen do their duty: but let them remember the importance of their charge—let them not slumber on their watch.

Albion.

MR. EDITOR, *Frederick-street, Glasgow,* 21*st October*, 1814.

THE letter of your Greenock correspondent, A.D. among several truths, contains one misrepresentation which I hope I may be allowed, through the medium of the NAVAL CHRONICLE, to correct. Without taking it upon me to vindicate the conduct of the Admiralty, with regard to the defence of Greenock, which must be by all allowed to be justly chargeable with remissness, I must as an impartial man, be allowed to vindicate the board in one respect, in doing which, I am sorry to be obliged to accuse your correspondent either of gross ignorance, or wilful misrepresentation. He surely could not be ignorant, living in Greenock, as he says he does, that a battery (though not yet completed) is in progress, and must have been so at the time he wrote. This battery, when completed, will afford considerable additional protection against the inroads of American privateers, although, in my opinion, by no means perfect security : this cannot be attained, otherwise than by stationing one or more vessels, of considerable force in the river Clyde, or by employing an unserviceable line of battle ship as a guard ship, or floating battery. Without saying more on the importance of the harbour of Greenock, as my own sentiments on that point are entirely in accordance with those of A. D. I may be allowed to observe that the object in this case is surely worth the expense, and in hopes of attracting attention to this important subject, I beg for my sentiments a place in the NAVAL CHRONICLE.

I am with great respect, Sir, your very obedient servant,

J. M.

MR. EDITOR,

A VERY inaccurate account having found its way into the public papers of the unfortunate affair that occurred lately at Port Royal, Jamaica, between Captain Stackpoole of H.M. Ship Statira, and Lieut. Thomas Walbec Cecil, which terminated in the death of the former officer, you are requested to insert in your next number, the enclosed correct statement, to the end that, as so much publicity has been given to this melancholy event, a true narrative of it may be put upon record. Yours, &c.

Impartialis.

Statement of Circumstances relative to a fatal Duel which took place near Port Henderson, Jamaica, April 28th, 1814.

ON the 27th at a little before eight in the evening, Lieutenant White, of the Statira, waited on Lieutenant Cecil with the following message, viz. " Sir, I am directed by Captain Stackpoole, to tell you he has been informed by Lieutenant N. and Mr. T. that you have vilely traduced his character by asserting, that he never spoke the truth ; and if so, he desires me to say, that you are sufficiently acquainted with him to know that you cannot both exist in the same world together. I am, therefore, to require you will give him satisfaction." Lieutenant Cecil replied, "I am much astonished, and, upon my honour, had not an idea of what you have come about. All I can say is, that most certainly I will give Captain Stackpoole the satisfaction he requires; but, as far as I can recollect, I never said any thing of the kind to Mr. T. to Lieutenant N. I might;—the exact words, at this great distance of time, I cannot recollect, but, as I may have made use of them I will not deny them. However, as a brother officer, I will tell you, I am very sorry it has happened, nor could I have supposed Lieutenant N. would have mentioned any thing of the kind to Captain Stackpoole." Lieutenant C. then requested to know what were Captain Stackpoole's wishes, and was informed, a positive denial in writing, or to meet him at Port Henderson at a quarter before five o'clock, next morning, with pistols. Lieutenant W. asked if there was any thing he could say to Captain S. from Mr. Cecil, which might induce him to accept an apology, Mr. Cecil answered, "Sir, you have put it out of my power, this should have been asked first; after such a message all I can do is to give Captain Stackpoole the meeting he requires."

The above is a correct statement of what passed on the evening previous to that unfortunate affair. Perceiving in my private letter to a highly respected friend of the deceased in Devonshire, which has appeared in the public papers, that in the hurry of writing, I said an apology had been asked and refused, this statement is made public to correct it, as such a request was not to be made, and an apology only to be accepted if offered, and in writing.

*C. S. White,** late of the Statira.

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MR. EDITOR, *October 30th*, 1814.

BEING constantly in the habit of reading your highly useful and interesting work, which abounds with valuable suggestions for the improvement of the naval service, which I cannot doubt are often *therein* first brought to notice, and eventually, in many cases, adopted, I cannot resist touching, in a *general way*, on several grievances, deeply affecting the service, which have repeatedly been pointed out, not only in your pages, but some of them have even been brought before parliament, and the lords of the Admiralty have expressly there declared that they were under consideration of the board. The first I shall notice is, the insufficiency of the captains pay to support the necessary and incumbent expences of keeping such a table as the insulated nature of the service, and long custom has not only authorized, but made indispensable, the practice (and an excellent and useful one it is) of captains having daily some of their officers of every rank at their table, cannot, I maintain, be laid aside, without serious injury to the service, nor can it be supported by captains of small private fortune, without subjecting them to difficulties, which no man of common prudence will risk (let his attachment to his profession, and his zeal for the service be ever so great), the chance of prize-money has been long so very small, that none but men of fortune now think of applying for ships; or, if they do, how often, instead of their acquiring fortunes, do they return greatly in debt; this is no longer to be born silently with: the B. of A. are pledged to grant to captains in command of ships some allowance for table expenses, and the expense would be so trifling now from our reduced naval establishment, that I hope it will be no longer delayed, far less denied. I believe the interest of the droits of Admiralty would go far to defray such expense. Another long existing subject of complaint, and one which ought surely on the late very extensive promotion, to have been remedied, and which was indeed promised, whether on the authority of the Board, I am not certain, is, the great numbers of gallant but neglected officers at the head of the lists of commanders and lieutenants, or far up; for I speak only of men still able and willing to serve their country, whose services having been either refused, or their offers unattended to, have been injuriously and cruelly passed over, and their names still allowed to stand on the list of commanders of 1800 to 1804, and even some of 1796 and 1797, have offered to serve, and remained unnoticed, although promoted to the rank they now hold, *expressly* for their good conduct. It has been stated in the newspapers, that some kind of naval brevet was about to be established, and I certainly think it is highly necessary to prevent the service returning to its former state of favouritism and partiality, where that cruel term *Interest* does every thing, and desert can gain so very little. Were the system of promoting all commanders of fair character and reputation as officers, to the rank of post captains after being *ten* years commanders whether they had ships or not; and lieutenants (I speak of officers *able* to serve), after fifteen years service in that rank, the ladder of promotion would still be open, and although it might be crowded, it behoved the Admiralty not to allow rank and interest to supersede the acknowledged and established claims of weather-beaten veterans; some such regulation is imperiously called for, to satisfy, nay, only to do justice to, long neglected merit. Let the board promote now all commanders willing and able to serve their country, who are on the list prior to 1804, they may, perhaps, amount to thirty; and Lieutenants prior to 1799, they may be considerably more; still it is due to them, and the country will cheerfully pay the increased expence: were this regulation established, the British youth who then enter the royal navy as midshipmen, would have the *certainty* of becoming commanders at the age of thirty-five; they would be no longer condemned to spend the remainder of their lives as half-pay lieutenants, in cheerless poverty and obscurity. A letter from Nestor leaves me nothing to say, with respect to midshipmen, as he has, in your last Number, pointed out an easy, but I fear, for them, rather a parsimonious mode of promotion, and provision of half-pay; and they will be (I sincerely hope) attended to in their turn.

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* In the published copy of Lieutenant White's letter, his name was written at full length, Charles Samuel White, but he did not sign it so, nor ever does.

Let me now, Mr. Editor, turn for a moment, before I lay down my pen, to the alarming, to the unaccountable number of captures by the Americans —who will say that our commerce is protected? that our naval arm is properly wielded? that our navy great as it is, and triumphant hitherto, is at present the defence of our merchantmen, the protection of our commerce? Some men may tell us (Mr. Croker, the *very popular and active secretary* of the Admiralty, has done so very lately), that ample protection is afforded to our trade; but does Lloyd's long list of captures every week, confirm this account of the matter. That an enquiry will take place on the meeting of parliament cannot be doubted, for it is clear, that imbecility, obstinacy, and hauteur, prevail at the Admiralty Board, and that nothing like vigour or talent, professional knowledge, or attention to the good of the service, prevail there; if it does, I must think it is put down, and cramped by the hand of power; and I really conceive our naval affairs never wore a more alarming aspect, or were more seriously in danger of sinking into utter neglect. I have no room to enter into particulars, but would beg to suggest the propriety of sending ships of war into French ports, *there to watch and follow* American privateers or cruisers; six or eight ships employed in this service would be sufficient, and we ought, at the same time, to have small squadrons of two or three ships, cruising in all directions, so as to afford protection to our valuable trade; to intercept the ships and prizes of the enemy. Let us have three small squadrons cruising; one in the channel, and coast of Ireland; another running down the latitudes of Madeira, Canaries, Western Islands; and another on the banks of Newfoundland from the American station; another at the Brazils, coast of Africa; one off the N. cape; and another on the coast of Spain and Portugal, from Gibraltar or the Mediterranean. One heavy frigate and two or three small ships are sufficient: in some cases, a 74 may be added. I strongly advise guard-ships being sent to the Clyde and Mersey, and the sea-port towns put on their guard against surprise and destruction.

Alfred.

N.B. I think there ought never to be less than *three* frigates with sloops, on the Leith and N. sea station—depend on it the Yankees will try every station.

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MR. EDITOR, *November* 16*th*, 1814.

THE warm interest Nestor takes in the improvement and good of the service, must be his excuse for again going over subjects he has before animadverted on. It was with no small degree of pleasure I read yesterday an account of the secretary of the Admiralty moving for leave to bring in a bill for the *better encouragement of the seamen in the royal navy* which has for its object not only the reward of those who have served their king and country faithfully, but also the classing and registering them, so as to enable government to call on them *without impressment* when the exigencies of the country require their services; providing also that those who receive no such half-pay or pension, are to be entirely discharged, after serving a *certain number of years.* Having recommended the adoption of some such plan, I feel much gratified, that what occurred to myself, should also have impressed the minds of those directing our naval affairs, and that they have lost no time in proceeding to put in execution what I sincerely hope will produce the most important effect in the facility of manning our ships of war, and in assigning liberal rewards to such as from wounds, sickness, or long services have no longer the ability to serve, but who are entitled to the consideration of a generous country, whose battles they have fought. Seamen must keep in mind that in time of war, they must expect to be called on to serve in the royal navy for a certain period, after which they will not again be called on except in cases of the greatest urgency, or from their own free choice. I was no less gratified to hear, that although no half-pay was to be provided for the masters'-mates and midshipmen, yet it was intended to make a very liberal promotion, and, by employing a double number in time of peace, to give all who chose to continue in the service, an opportunity of dining comfortably. I have much pleasure, Mr. Editor, in observing that these steps have been taken by the B. of A. so soon, and that they have not required to be prompted to their duty by any previous discussion *in* or *out* of parliament, for it was not to be expected that in the end of last session they could have been prepared, or had their plans matured. Being on this subject, I must say, I concur entirely with the sentiments of a very intelligent and able correspondent of the NAVAL CHRONICLE, in the propriety of increasing the half-pay in proportion to the officer's length of service, as a commissioned officer; the sum total of this additional expense would be only 30,000*l.* according to *Arion*'s* statement, and I think his arguments are irresistible. I shall be happy to see *they are not overlooked*: *much* has no doubt been done, but *all* has not been done; neither has, in every instance, the new arrangements of half-pay, &c. been properly made; but nothing has been done that may not be very easily remedied. I trust another early object of attention with the board will be, providing some allowance for captains tables; the want of something of this kind is severely felt in the service, and it has in fact been promised by the secretary of the Admiralty, some time ago, who declared in the H. of C. that the subject was under consideration; the army have an allowance of this kind; every regiment in Britain having 250*l.* for wine; the sums to be allowed I wish, by no means, to be extravagant; perhaps the sum of 200*l.* allowed annually to captains of line of battle ships; 150*l.* to those of large frigates, &c. might be sufficient, but it is notorious, that some such plan is necessary, except it be intended to give commands to men of fortune *only*.

Having, in former letters, mentioned the propriety of improving the situation of seamen in other respects, viz. allowing them more liberty ashore, and making gang-way and fleet* punishments, much less frequent. I sincerely hope the board have not lost sight of such an important object; *now* is the time to carry it into effect, and to learn to govern always, if possible, by attachment rather than from fear; let the acts of tyranny, too frequently witnessed in the navy, be entirely discountenanced by the Board of Admiralty, and the best effects will be produced to the service, let the system of a St. Vincent be allowed to expire, the remembrance of his victory will immortalize his name, but his system of terror and arrogance exercised upon all, from his second in command down to the cabin boy, will only be remembered to bring the propriety of a different plan home to the minds of every temperate officer.

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* His letter enriches the last Number of your work.

† Flogging round the fleet.

Nestor.

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MR. EDITOR, *November* 11*th*, 1814.

BEING at a considerable distance from the great naval ports, and, at present, entirely ignorant of the number, size, or rates of ships building, or repairing for service (as the navy list now gives no information on that important subject, nor of the stations those in commission are appointed to), I would be greatly obliged to any officer connected with the royal dock-yards, to furnish you with the required information, on these points; and I think it highly desirable, you should procure from time to time, such lists for the information of such of your readers as are at a distance (and their number is not small). My object is to ascertain, whether the A. B. are going on preparing more heavy 50 gun frigates, and 20 gun sloops to enable us to cope with our American enemies on equal terms. I am very anxious that no remission in our exertions should yet take place in this respect. I question even if peace had been made, or was in view, whether it would be wise or politic. I know a great many large frigates and sloops *have been prepared* and are now at sea: I hope they will avenge our insults and losses ere long.

Albion.

PLATE CCCCXXVI.

REPRESENTS the total destruction of the American fleet in Penobscot bay, and river, by the squadron commanded by Commodore Sir G. Collier, in 1779. The American fleet, consisting of 18 frigates and sloops of war, at the approach of the British squadron, pushed up the narrow river of Penobscot in hopes the king's ships would not follow them in so dangerous an attempt, without pilots, and the river full of shoals; finding themselves mistaken, they ran ashore, and set fire to their ships to prevent them falling into our hands. As our frigates pursued this dangerous navigation, the enemy's ships were burning and exploding on either side of them

The drawing for the annexed beautiful plate was made expressly for this memoir, by Mr. Whitcomb, from an original picture by Mr. Serrens, in possession of Lady Collier.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

ENGLAND.

LONGITUDE.

BY mean of 13 observations of the summer solstice, 1813, with the mural circle at Greenwich-observatory, the mean obliquity of the ecliptic was ascertained to be = 23° 27′ 49″ .5. Mean of 2 observations 1 January 1813 = 23° 27′ 50″.

The HYDROGRAPHER of the Naval Chronicle takes the present occasion for recording the correction of a minute error that was made in computing the summer solstice of 1812, for the Nautical Almanac.* The correction for the sun's latitude should have been 0″ .6 instead of 0″ .9, and should have been applied with the contrary sign. The obliquity thus corrected will be 23° 27′ 50″ .5.

MAGNETISM.

THE variation of the magnetic needle is stated, in the *Meteorological journal kept at the apartment of the Royal Society, by order of the president and council*, to have been (September 1813), 24° 16′ 40″ W.†

J. S. S.

AFRICA.

CHART.

THE HYDROGRAPHER of the East-India Company has obligingly communicated to the HYDROGRAPHER of the Naval Chronicle, a new chart published by him on the 10th November, 1814, intended as an accompaniment to his book of *Directions for sailing to and from the East-Indies.* This chart connects Mr. HORSBURGH's former charts of the Indian seas, with those of the Atlantic ocean, published in January last.‡ It is on the same scale with those publications, and exhibits that portion of the terraqueous globe comprised between latitude 10° and 52° S. longitude 30° and 111° E. That part of the African coast extending from the East point of Natal to Cape Delgado, is very distinctly delineated in much detail.—The hydrography of the Mosambique channel seems treated with particular and appropriate attention. Madagascar at length presents such a well determined outline, as its importance has long claimed at the hands of geographers. The author has moreover not omitted the Otter, the Atalante, and the Union, shoals,[*] together with the several other dangers recently reported to exist between the parallels of 32° and 38° S. although he has in most instances accompanied their insertion by the record of his own doubts as to their reality. To the chart are appended the following *Explanatory Remarks :—*

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* Naval Chronicle, for the year 1811; vol. xxvi, p. 402.

† *Ibid.* xxviii, 324.

‡ *Ibid.* xxxi, 219.

"The relative and geographical situation of the 4 islands discovered in 1772 by Marion-du-Fresne, and Crozet, I have endeavoured to ascertain correctly, without success, by application to several of the proprietors and commanders of vessels employed in the southern fishery. These islands are imperfectly laid down hitherto, neither ought they to be considered as correctly placed in this chart, from a deficiency of authentic information. The tracks of the Anna and of the Carron are delineated from my own journals; and mostly all the variation of the compass in the chart was observed and computed by myself with great care, excepting that marked on the tracks of the Wexford, the Arniston, the Resolution, and Discovery. To Mr. Samuel Enderby, of Paul's wharf, I am indebted for the following observations extracted from the journal of the brig Swan, in his employ, commanded by Captain Lindsay :—*October* 6, 1808. *Discovered land; found it to be high, and covered with snow: from this time till the* 11*th, we made every endeavour to get close to this land, but found it could not be approached within* 3 *miles; as a mass of solid ice surrounded it. Our situation was rendered very perilous at times by dark blowing weather, beset with loose masses and islands of ice, which forced us to depart from this inhospitable place on the* 11*th October.* The observations taken in the Swan make this island in latitude 54° 16′ S. longitude 6° 14′ E. it appeared about 3 miles in extent E. and W. and the west end, which is very high land, Captain Lindsay called Dalrymple's Head. This must be the Cape Circumcision of Monsieur Bouvet, discovered by him 1st January 1739, who placed it in 54° 8′ S. 11° 10′ E. Captain James Cook could not find this land, although he got into its parallel of latitude considerably to the westward of the meridian assigned to it by Bouvet; and he appears to have passed about 6 or 8 leagues to the southward of its situation, as determined by Captain Lindsay. Captain Cook was therefore of opinion that Mr. Bouvet had mistaken ice-islands for land; but the existence of the island of Circumcision is now proved beyond all doubt, as it was seen likewise about the same time (1 October 1808), by the Otter, another vessel belonging to Messieurs Enderby: although the ice prevented a close approach to this island in October, probably it might be effected in January or February."

The liberal and scientific author of the above was pleased to accompany his communication by the farther contribution of some additional matter of supplement to his Directory,[†] with a small index to it: which will be laid before the readers of the 𝔑. ℭ. so soon as sufficient space for the same shall be found disposable by the Hydrographer.

J.S.S.

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[*] 𝔑. ℭ. xix, 279, 426; xxv, 136; xxvi, 234; xxxi, 151.

[†] 𝔑. ℭ. xxxi, 150, to 164.

ASIA.

Mémoire sur une Carte du Détroit de la Sonde et de la rade de Batavia, par le Capitaine de Krusenstern, *de la Marine Impériale de Russie, de l'Académie Impériale des Sciences de Saint-Pétersburg, Correspondant de l'Institut Impérial de Paris.*—(St. Pétersbourg: de l'Imprimerie de l'Académie Impériale des Sciences. 1813.)

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St. Pétersbourg : l'an 1813 le 10 de Juillet.

Sohn,
Censeur.

J'avois dessein d'envoyer cette carte avec son mémoire justificatif à la section de géographie et navigation de la première classe de l'Institut Impérial de France, dont j'ai l'honneur d'être correspondant. Le tout étoit achevé il y a plus d'un an, mais les événemens politiques, arrivés depuis, ont mis des obstacles insurmontables à les faire parvenir à leur destination, et je ne peux plus en différer la publication.

J' éprouve donc une vraie peine de ne pouvoir exécuter mon premier dessein ; j' aurois tâché de profiter des remarques instructives, qu' il auroit plû aux membres de la section de navigation de me faire, et ma carte auroit paru avec beaucoup plus d'avantage. Mais que faire ? il faut déplorer le malheur actuel de nos tems, et espérer des jours plus sereins dans l'avenir.

JKrusenstern

Quoiqu'un détroit aussi important que celui de la Sonde, fréquenté chaque année par plus de 50 vaisseaux Européens, doive d'abord faire supposer qu'il est parfaitement connu ; j'ose cependant dire, qu'après avoir examiné les cartes de ces parages, qui sont reputées les meilleures, je me suis convaincu, qu'il n'en existe aucune dont on puisse être entièrement satisfait. Il a paru en Angleterre dans l'année 1805 une collection très-volumineuse de cartes sous le titre *East-India Pilot* ; laquelle contient plusieures cartes du détroit de la Sonde, mais qui toutes sont très-incorrectes.*

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* Voyez surtout la carte No. 97. dont on devroit croire, qu'elle est la meilleure : *a new chart of the strait of Sunda, from the manuscript of the Dutch East-India Company, corrected and improved from the observations of Capt.* Henry Smedly, *of the Raymond,* 1785 ; *Capt.* Parker, *of the Bridgewater,* 1787 ; *and of Capt.* John Hall, *of the Worcester, published* 12 *May,* 1794. La longitude du pic Crocotoa est ici 104° 57′.

Il est vrai qu'il se trouve dans le VI. Tome des Plans et mémoires de Dalrymple, deux cartes de la partie septentrionale du détroit, qui sont excellentes et d'une si grande exactitude, qu'elles font regretter que la partie méridionale n'ait pas été également reconnue par ces mémes navigateurs; nous n'aurions plus rien alors à désirer à cet égard. L'une de ces cartes, dressée par le Capitaine Lestock Wilson a pour titre: "Esquisse de la Route du vaisseau le Carnatik, depuis le Nord-Watcher jusqu'à l'Ile du Nord." Elle est très exacte et accompagnée d'un mémoire qui remplit l'attente du navigateur. L'autre offre le plan d'une partie du détroit de la Sonde, depuis la 4ème Pointe de Java jusqu'à Poulo Panjang et elle est aussi l'ouvrage d'un habile marin, le Capitaine Bampton. Mais comme ces cartes ne comprennent que la partie septentrionale du détroit, elles ne sont, ni ne peuvent être suffisantes.* Les cartes hydrographiques d'Arrowsmith sont excellentes; elles jouissent à juste droit de la plus grande célébrité parmi les marins de touts les nations, aussi aucun vaisseau ne fait-il voile pour les mers des Indes et de la Chine, sans en être pourvû. Mais il n'a pas donné de carte à grand point du detroit de la Sonde. Ce qui en existe dans ses cartes, est d'après une trop petite échelle, et quant à la longitude du cap Java, de celui de Bantam et du pic de l'île de Crocotoa, trois des plus remarquables points du détroit, je ne puis être nullement d'accord avec lui, ainsi que je vais le démontrer. Je ne connois parmi les cartes françoises de ce détroit que celle de Mr. Dapres-de-Manevillette dans son Neptune-Oriental, qui quoique la plus ancienne, est peut-être une des meilleures rélativement aux détails qu'elle fournit; cependant elle diffère beaucoup de la mienne par la longitude. Je ne puis guères citer une carte de Java et du détroit de la Sonde, dressée par Mr. Tombe, laquelle se trouve dans la collection des cartes qui accompagnent son voyage aux Indes Orientales; car cette carte ne contient rien dont j'aye pu profiter pour le détroit de la Sonde. Les longitudes et les latitudes y sont pour la plupart les mêmes que sur la carte No. 44 de Dapres.

Peut-être le jugement que je porte sur les cartes de ce détroit, paroîtra-t-il trop sévère; mais il est certain, qu'on ne sauroit les comparer à celles des détroits de Malacca par le Capt. Horsburgh, des détroits de Pitt et de Dampier par Robertson, ou du détroit de Gaspar par feu Mr. de Fleurieu. Celles-ci méritent la plus grande confiance, puisqu'elles sont dressées ou sur des observations faites par les auteurs de ces cartes eux mêmes, ou sur celle des plus habiles marins, comme l'a fait Mr. de Fleurieu pour la carte du détroit de Gaspar, à laquelle il a joint une analyse détaillée, propre à détruire jusqu'au moindre doute, s'il pouvoit en exister sur les ouvrages d'un marin aussi savant et aussi habile.

Plusieurs causes empêchent que nous n'ayons une bonne carte du détroit de la Sonde: 1,—Il est presque impossible d'en lever une carte complette dans une seule traversée, à moins qu'on ne soit arrêté durant plusieurs jours par des vents contraires ; ce qui ne peut arriver que très rarement.* C'est pour cela qu'il n'existe jusqu'à présent que des esquisses de telle ou telle partie de ce détroit, le même capitaine peut-être n'ayant point trouvé dans une seconde traversée l'occasion de faire complétement ce qu'il avoit commencé dans une première ; tandis que le voyage des Indes à la Chine par le détroit de Malacca, étant renouvellé par le même capitaine plusieurs années de suite, et jusqu'a deux fois par an, il a pu être à même de suppléer à ce qu'il pouvoit avoir omis l'année précédente. On peut affirmer que c'est à ces passages réitérées qu'on doit la belle carte du détroit de Malacca par le Capitaine HORSBURGH. 2.—Pendant les vingt années qu'a duré la guerre entre la France et l'Angleterre, avant l'époque de la prise de Batavia, les vaisseaux de la compagnie angloise destinés pour la Chine, ne passoient que très rarement le détroit de la Sonde. Ils prenoient celui de Malacca ou les autres qui sont à l'est de Java ; c'est pourquoi les WILSON, les HORSBURGH, les MACINTOSH, n'avoient pu déployer leur zèle, ni leurs talens pour une bonne carte de ce détroit, qui n'étoit plus fréquenté que par les Américains, excellens marins il est vrai, mais à qui l'hydrographie ne doit pas encore beaucoup de progrès. 3.—Aucun navigateur ou géographe de nos jours ne s'est donné la peine de rassembler et les cartes publiées de ce détroit, et les journaux des vaisseaux qui y ont passé, pour rédiger du moins, à l'aide de ces matériaux, une nouvelle carte à l'instar de celle du détroit de Gaspar, dressée par Mr. de FLEURIEU. Cela seroit beaucoup plus utile, que de copier toutes les cartes connues, tant bonnes que mauvaises, et d'en former une collection indigeste, où souvent celles qui méritent la préférence ne sont pas même désignées.

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* Rien ne prouve mieux la négligence du Rédacteur de la collection angloise, que l'omission des cartes des Capts. Wilson et Bampton. Dans un recueil, qui devoit renfermer toutes les cartes connues de ce détroit, celles-ci ne devoient certainement pas être omises.

Quoique persuadé qu'une nouvelle carte du détroit de la Sonde seroit d'une très grande utilité, je ne pus longtems me résoudre à la dresser, non seulement parceque j'y avois fait moi-même pendant la traversée trop peu d'observations, pour qu'elles me parussent suffisantes ; mais encore parceque la longitude de l'îles de Crocotoa et celie du cap Java, telles que nous les avions déterminées, différoient trop de celles que marquent Mr. DAPRES, le Capitaine ROBERTSON, et les dernières cartes d'ARROWSMITH. Cette différence étoit d'autant plus grave à mes yeux, que ces mêmes géographes sont presque toujours d'accord entre eux et moi sur la longitude de plusieurs autres lieux du détroit. Ce qui rend surtout important la juste position de l'île de Crocotoa et du cap Java, c'est que la figure et la largeur du détroit en dépendent entièrement ; et quoique je n'eusse aucun doute que la largeur ne fût marquée trop grande sur toutes les cartes et particulièrement sur celle de Daprés, je ne me croyois pas assez autorisé à la réduire au résultat de mes observations. Cependant, après avoir bien examiné et comparé tous les matériaux dont j'étois en possession pour une nouvelle carte de ce détroit, je trouvai que toutes les difficultés qui m'étoient présentés, pouvoient être aplanies, et je mis aussitôt la main à l'oeuvre. Je suis bien loin d'avoir la présomption d'envisager mon ouvrage comme parfait. Une carte levée avec soin et dans tous les details pourroit seule offrir cet avantage; quant à la mienne, je me croirai amplement récompensé de mes peines, si les navigateurs trouvent qu'elle est au moins correcte dans les parties les plus essentielles. Je l'ai étendue d'un degré à l'est, pour pouvoir y joindre la rade de Batavia, et la rendre ainsi utile pour les vaisseaux qui passent du détroit dans ce port. Elle comprend donc un espace, de trois degrés en longitude et de deux degrés en latitude, c'est-à-dire, qu'elle s'étend depuis 5° S. jusqu'à 7°, et depuis 100° 40′ jusqu'à 103° 40′ de longitude est de Paris.

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* La proximité de Batavia auroit pu donner aux Hollandois, s' ils en avoient voulu profiter, la plus favorable occasion de reconnoître pleinement le détroit de la Sonde. Combien de fois et combien de tems leurs vaisseaux n'auront-ils pas été en croisière dans ce détroit ? Il n'y a point de doute que les Anglois, devenus maîtres de Batavia, ne soient plus actifs.

Les points principaux de cette carte sont Batavia, le cap Bantam, l'île du Nord, le pic de l'île de Crocotoa, le pic de l'île du Prince et le cap Java. Je vais en discuter la position.

BATAVIA.—Selon les observations astronomiques, faites dans les mers des Indes et de la Chine, qui m'ont été communiquées par le Capitaine anglois MACINTOSH,* la ville de Batavia est sous le 6° 55′ 15″ Ouest de l'île le grand Ladrone: † résultat moyen d'un grand nombre d'observations chronométriques. La longitude de l'île, le grand Ladrone est 111° 26′ 15″ ‡ et par conséquent celle de Batavia .... 104° 31′ 00″

Des observations lunaires, faites par le Capitaine HORSBURGH ont donné .... 104° 37′ 00″

Selon les observations éloignées, c'est à dire, faites sur mer et rapportées à Batavia, par le moyen d'un chronomètre ... 104° 39′ 00″

Selon les observations du Capitaine LESTOCK WILSON .. 104° 31′ 00″

Le moyen terme seroit donc .... 104° 34′ 30″

ce qui répond à celle que l'on trouve marquée dans la Connoissance des tems .... 104° 33′ 46″

et comme celle-ci est apparemment le résultat des observations astronomiques faites sur terre, elle mérite la préférence.

J'adopte donc pour la longitude de Batavia .... 104° 33′ 45″

La latitude de Batavia est marquée dans la *Connoissance des tems* 6° 12′ S. Les observations de LESTOCK WILSON donnent 6° 9′ Or comme il n'est pas vraisemblable qu'un observateur aussi habile ait commis une faute de 3′ en observant la latitude, je lui donne à bon droit la préférence.

Le cap Bantam, ou le cap St. Nicholas, est le second point de cette carte qu'il importe le plus de fixer, parceque de la longitude de celui-ci dépend la longeur de la côte de Java dans la direction Est et Ouest entre Batavia et le cap Bantam (la côte prénant depuis ce dernier cap une direction au Sud), dont la différence de longitude d'après les cartes de Dapres, "Carte pour aller du détroit de la Sonde au détroit de Banca, et carte de l'île de Java," est de 63 milles; d'après celle d'Arrowsmith de 53; et selon la mienne de 48 seulement. Mais comme la position du cap Bantam est déduite de la position de l'île du Nord, il faut préalablement assujettir à un examen exact la longitude de cette île. La différence orientale des méridiens de *Poulo* Aor relativement à celle de l'île du Nord, à été trouvée par des observations chronométriques, faites à bord de mon vaisseau la Nadeshda, parfaitement d'accord avec les observations de Lestock Wilson = 1° 14′ 45″. La longitude de *Poulo* Aor est de 102° 15′ 22″* il en résulte donc pour la longitude de l'île du Nord 103° 30′ 7″. Sur la carte d'Arrowsmith elle est de 105° 51′, ou 103° 31′ .La latitude de cette île à été déterminée par Lestock Wilson 5° 41′; nous l'avons trouvée précisement la même. On peut donc regarder la position de l'île du Nord, comme bien fixée.

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* J'ai parlé de cette collection précieuse dans le second volume de mon voyage.

† GRAND LADRONE.—The proper name of this island is *Toy man-shan.*—(HYDROGRAPHER, N. C.)

‡ Voyez la discussion de la longitude de Macao, de Poulo-Aor et de l'île le grand Ladrone dans le douzième chapitre du second volume de mon voyage.

Wilson étant à terre sur la côte de Sumatra, en face de cette même île du Nord, avoit mesuré une base; et par la détermination des angles et les rélévemens avoit déterminé les gissemens respectifs du cap Bantam, des îles Zutphen, de la grande Toque et de l'île du milieu. A ces observations et rélévemens de Wilson sont assujétis tous les points de la partie septentrionale de ma carte, et on n'a qu'à consulter le journal de ce navigateur intelligent pour se convaincre de l'exactitude de ses procédés, et combien ils méritent de confiance. Dalrymple, non content d'avoir fait le plus grand éloge de ce journal, en a soigné l'insertion entière dans le 5 volume de ses mémoires nautiques. La compagnie des Indes ne manqua pas non plus dans une séance publique, tenue par les Directeurs le 26 Novbr. 1788, de le remercier des observations astronomiques et remarques nautiques, qu'il avoit faites pendant sa traversée dans la mer de la Chine. Fleurieu, qui a su apprecier le mérite des travaux de Wilson, en fait très souvent l'éloge dans sa savante Analyse de la carte générale des détroits de Gaspar et de Clements.† Malgré tant de temoignages si éclatans, on n'a fait aucun usagé ni des travaux de Wilson, ni des autres matériaux, qui se trouvent parmi les plans et mémoires de Dalrymple pour dresser une nouvelle carte du détroit de la Sonde. Il est vrai, que ce précieux récuil est devenu très-rare ; cependant il est à présumer que tout capitaine faisant route pour les Indes, ne manque pas de s'en pourvoir.

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* Cette longitude de Poulo-Aor est déduite de plusieurs différences de méridien que j'ai rapportées dans le xii chapitre du second volume de mon voyage et qui ne différent entre elles tout au plus que de deux minutes; d'ou l'on peut conclure que la longitude de cette île est à peu près comme fixée. Fleurieu dans son Analyse de differens lieux dans la mer de la Chine, trouve pour la longitude de Poulo Aor 102° 19′ 45°, et G. Robertson dans son mémoire pag. 19. 102° 18′ à l'Est de Paris.

† Les officiers du Lion (vaisseau sur lequel le Lord Macartney passa à la Chine) avoient fait aussi pendant leur séjour à l'île du Nord une pareil opération, pour déterminer la position des îles situées á l'entrée Nord du détroit de la Sonde. Je ne crois cependant pas devoir la préferer au travail de Wilson. La latitude

Voici les principales déterminations de Wilson, que j'ai employées pour la partie septentrionale de ma carte. Je les ai extraites de son Journal, n'ayant pas cru devoir balancer à leur accorder la préférence sur nos propres relèvemens, qui faits à bord ne pouvoient pas avoir l'exactitude de ceux-de Wilson qui les avoit faits à terre. Cependant on verra par nos relèvemens, que je donnerai plus bas, comme devant servir de supplèment à ceux de Wilson que s'il existe quelquefois de la différence entre ces derniers et les nôtres, cette différence toujours inévitable en pareil cas, n'est que très legére.

Wilson a trouvé le gissement de l'île du Nord à l'égard du cap Bantam, par des rélèvemens faits sur l'alignement de ces deux points, au Sud 52° 30′ E. et N. 52° 33′ O. à 17. 9 milles de distance.

L'île du Nord, et l'île la grande Toque, l'une à l'opposite de l'autre, à 13,8 milles de distance S. 27° 51′ E. et N. 27° 51′ O. L'île du Nord et la pointe Ouest de l'île du milieu, l'une par l'autre S. 0° 21′ O. et N. 0° 21′ E. à la distance de 14.8 milles. Enfin l'île du Nord et la plus haute des îles de Zutphen, l'une par l'autre N. 14° 33′ E. et S 14° 33′ O. à 10 milles de distance.

Le Rocher de Courant *(Stromrock)*, le cap Bantam et la grande Toque furent relevés tous les trois au même instant au N. 80° E. Le gissement de la pointe Nord de l'île du milieu et la grande Toque, l'uue par l'autre, fût trouvé E.N.E. Celui de la partie S.O. de l'île du milieu, à l'égard du Rocher de Courant, S.S.E.¼E. Le Rocher de Courant et la pointe Nord de l'île du milieu, l'un par l'autre E.S.E.¼E.

La position de l'île du Nord à l'égard des Deux Soeurs, fut déterminée par Wilson de la manière suivante : la difference entre les parallèles de l'île de Zutphen et des Deux Soeurs, est 42′, et leur gissement N. 24° E. et S. 24° O. De ces données résulte leur gissement 46′ 30″, et la différence des méridiens 19′ ; d'où il s'ensuit pour la position des Deux Soeurs à l'égard de l'île du Nord, N 26° 44′ E et S 26° 44′ O. Donc, la longitude des Deux Soeurs est de 104° 47′30″.

[To be continued.]

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du cap Bantam est par exemple plus Sud que celle de la grande Toque, au lieu que cette île est au Sud du cap Bantam ; outre cela, la latitude de l'île du Nord étant de trois minutes plus Nord que celle trouvée par les Capitaines Wilson, Howe, Rous, et par nous, il en résulte presque la même différence pour tous les autres points déterminées par cette opération. Ils ont trouvé la longitude du cap Bantam par une éclipse d'un satellite du Jupiter 103° 34′ 30″. Elle differe de 11′ 15″ de celle que j'ai adoptée. Quant à la longitude du cap Java, la différence est encore plus considèrable.

ON THE AMERICAN QUESTION.

BY THE EDITOR.

THE utmost exertion of ministerial wisdom is always required in the selection of diplomatic characters, because the success of their mission almost invariably depends on the *fitness* of such persons to encounter the talents, experience, and address of those with whom they may have to negociate. The public-press of this country, almost unanimously, described the citizens of the United States as a base, sordid, and selfish race of men, —mere hogs in manners, and Jews in principle,—as being feeble and cowardly in the field, but formidable in the cabinet from the petty-fogging arts of chicanery and delay. Such is a brief outline of the national character of the Americans, as it appears in the leading prints, and is sometimes heard described from ministerial benches. To negociate successfully with the representatives of such a nation, unquestionably required that the leading minister on our side should have been, to a certain extent, embued with some of those qualities. But what man in his senses would look for them in Lord Gambier? On the principle of "diamond cut diamond," if their anti-chambers afforded such a character, they should have selected a deep, designing, canting hypocrite,—an artful dissembler; one thoroughly versed in intrigue,—master of his passions,—able to say or do any thing without stammering or blushing:—such is the character that, according to the sentiments of our public-press, would have been best adapted to match the skill of the American ministers at Ghent. The stern integrity, the singleness of heart, the unsuspecting candour that flows from a soul unsullied by guile, rendered Lord Gambier less fit to encounter the characters sent forth by the land of hypocrites, than many others, better versed in the crooked politics of courtiers.

It may have been, that the generous qualities of our chief negociator encouraged the American commissioners to attempt deceiving him, by cunningly dissembling, and shewing marks of more alarm than they really felt for the issue of a contest single-handed with Great Britain. It may have been that, deceived by a specious and assumed appearance of a willingness to accede to almost any terms to obtain peace with this country, they induced our negociators at Ghent to rise in their demands,—to state them in terms not of the clearest possible tendency, and which should leave a door open to future explanations, such as might suit our cabinet to make: whether such was the source of our increased demands or not, it was exactly the thing Mr. Madison wanted, to unite all America against us. Away our proposals were hurried, and, unfortunately for our cause, they arrived in time to form a principal feature in the President's speech!

From the moment that we demanded territorial concessions, ill defined in their extent,—that we proved our wish to impose commercial restraint, calculated to ruin their commerce,—and to negociate for the Indians as our allies,—the nature of the contest and its object became completely changed; and the Americans *now* behold the contest as a war of conquest on our part, and resistance to invasion and subjugation on theirs. We are now completely launched in a distant and most costly warfare against ten millions of exasperated and united people, who will annoy us in every possible way, and by every means that can avail them! And this calamity might, perhaps, have been avoided, if our negociators at Ghent had been more versed in the practice of political wiles. The best that now remains for us to hope for is, that a speedy peace may arrest the progress of a hopeless war.

Poetry.

LINES,

OCCASIONED BY THE DEATH OF

LIEUTENANT HENRY WISE, R. N.*

" Quis desiderio sit pudor, aut modus,
Tam chari capitis?—cui Pudor, et Justitiæ soror
Incorrupta Fides, nudaque Veritas;
Quando ullum invenient parem?
Multis Ille bonis flebilis occidit."—Horat. Lib. i. Od. xxiv.

" Wherefore restrain the tender tear?
Why blush to weep for one so dear;
Sweet Muse, of melting voice and lyre,
Do thou the mournful Song inspire."

O FOR the voice of Israel's scepter'd Bard!
(The voice which Salem's holy turrets heard),
Whose pensive tones in solemn cadence fell
Wailing the parted friend he lov'd so well;
Sublimely sweet his plaintive numbers flow
Warm from the heart, and faithful to its woe.†
His loss is mine, and equal grief is due;
Would that my power of verse were equal too!
But I'm a stranger to Castalian streams,
For me no goddess prompts poetic dreams;
Reluctant votary at the muses shrine
Alas! a melancholy worship's mine:
Remembrance of a friend untimely lost
Is all the inspiration that I boast.
How shall I speak his worth, or how pursue
The mournful theme to grief and friendship due?

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* This accomplished officer, while serving on board H.M.S. Cydnus, in the West Indies, was cut off in the bloom of youth, and the freshness of hope, by the rapid and destructive fever of that climate, on the 21st of July, 1814. To those who knew him, the above lines will appear to have another defect besides the want of poetical merit; for it is true they fail to pourtray half the graces of his exemplary character. But it matters comparatively little; his virtues are registered elsewhere; they are written where the record is unerring as the Divine Omniscience, and imperishable as the Divine Mercy!

† See the beautiful Lament of King David in the 1st chapter of 2d Samuel, verses 26 and 27. It is highly remarkable for simplicity and pathos.

Mute recollection fondly loves to trace
Each pictur'd feature, and each mental grace
Of that bright character, whose faintest rays
Eclipse the tints of *customary* praise :
Where merit is *peculiar*,—there the strain
Of common-place trite eulogy is vain.
His were th' endowments of the head and heart,
And sensibility devoid of art,
To all the social charities allied,
With all its blissful sympathies implied,
In them th' impetuous fire of life's first stage
Was chasten'd by the soberness of age;
His principles—of firmest, purest kind,
Sprang from a clear, well-regulated mind;
His heart (which nature form'd in kindliest mood)
Throbb'd with the pure delight of doing good;
He felt for Britain's honour, and her weal,
And serv'd her with devotedness, and zeal :
To sum up all, Religion, Heavenly Maid,
O'er all his soul her hallow'd lustre shed;
What wonder then, that with such virtues drest,
He fix'd his empire o'er the willing breast?
To him, alas! a too brief course was giv'n,
Such was the pleasure of unerring Heaven.
Belov'd in life, and honour'd in his death,
He now enjoys the never-fading wreath;
His numerous virtues (in the higher spheres)
Are cluster'd jewels on the crown he wears.
'Till wakeful memory abdicates her seat,
And 'till this aching heart forgets to beat—
I'll ne'er forget that dread disastrous day,
When death approaching, mark'd him for his prey!
I'll ne'er forget the horrors of that night,
When his bright eyes clos'd on the cheerful light!
The burning Sun had drank the western wave,
And the brief twilight pleasing respite gave;
Calm was the eve, the vagrant breezes sleep,
A solemn stillness hush'd the boundless deep,
Nature, as if by sympathy's controul,
Imbib'd the calmness of his parting soul:
Watch'd with expectancy th' expiring sigh,
That sped his spirit to the realms on high.
What though no tender mother's pious care....
What though no sister's gentle hand was there;
Still *friendship*—zealous to supply th' above,
Did the last rites and offices of love.
Excess of agony! what words have power
To paint my feelings at that trying hour!

With torpid gaze I bent me o'er the dead,
E'er the first hour of recent death had fled;
No longer hope her shadowy comfort lends,
Th' internal struggle all my power suspends,
Life's fluid could no energy impart,
But coldly linger'd round my sinking heart;
Before me—unavailing grief and care;
Within me—all was darkness, doubt, despair!
But had some special agent of the skies,
Clear'd from their mortal film my humid eyes,
And shewn the cheering prospects that appear
" Beyond this visible diurnal sphere,"
No more had deep despair my bosom rent,
At the occurrence of the doom'd event;
But with rapt eye, I'd trac'd through upper air
His franchis'd spirit's glorious—swift career!—
Seen Choirs of Angels round the throne of God,
And all the inmates of that bright abode,
Heroes, and Saints, and Sages, " mighty dead,"
Prepare th' Immortal Crown to deck his head,
And bending from their thrones of sainted rest,
Salute, with one acclaim, their blooming Guest.
Vain thought! no heaven-born visions such as these,
Can be vouchsaf'd to give my bosom ease;
E'en time, though oft the mourner's surest friend,
Whose opiate touch can sleepless woe suspend,
Has lost its lenient influence, and brings
To me no cure—no healing on its wings;
For each insipid day of dull routine,
Awakes the memory of what *has* been;
Serves to recall the hours we used to meet
For interchange of soul, and converse sweet:
While as some well-known object strikes my eyes,
A crowd of thoughts associated rise,
Such thoughts as (while their keen impressions last)
Absorb, and sink the present in the *past*;
Pleas'd to be thus deceiv'd, I keep the train,
And think, and act our friendship o'er again;
'Till memory, prompt the dream of joy to cross,
Recalls my deep irreparable loss!
—I then in fancy seek his narrow bier,
(Mute and unconscious of what's passing near),
And, with the mental eye, trace o'er, and o'er
Those features which, alas! I'll see no more!
At length, abstraction's musings—headlong-hurl'd,
I wake to objects of this living world.

Dear Youth! if your blest spirit hovers near
Those friends you us'd to love so well while here;
If you are conscious of aught on earth,
You'll pleas'd accept this tribute to your worth.

I claim no plaudits for my feeble lays,
Glad, if *you* hear them, to dispense with praise,
Applause can only cheer a mind at ease,
Where sorrow reigns no praise has power to please.

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NELSON'S MONUMENT.

The following Lines were written relative to the MONUMENT purposed to be erected to the Memory of the late LORD NELSON, by a public Subscription in his native Country (Norfolk).

IN Parian marble let the sculptor grave
The deeds of NELSON on the boundless wave!
There let the vanquish'd NILE his homage pay,
Pale with the horrors of Aboukir's day;
The blazing ORIENT should increase his dread—
The LOTOS trembling on the river's head.
Egypt's proud pyramids, for ages found
An useless wonder on a barren ground,
Now stand the monuments of British fame,
Inscribed by glory with her NELSON's name!
These, on the tomb, should rise in lofty pride,
Sea-marks of triumph! peering o'er the tide.
The eye should view the Scandinavian yield
His gallant sword, and well-defended shield;
The princely Dane his manly grief should show
For him, whom France once rendered Denmark's foe.
To crown the work, the artist's skill should trace
A faithful copy of the HERO's face;
When, VICTOR in TRAFALGAR's dreadful fight,
Glory convey'd him to the Realms of Light!
Emboss'd with gold, and full in public view,
These lines should strike—emphatically true!
"This trophied Monument did Norfolk raise,
To shew her gratitude, and speak her praise—
No other epitaph her Nelson needs,
Than his own name, and his immortal deeds!"
Oft from some distant hill, at dawn of day,
The lonely trav'ller journeying on his way,
Shall cry—when Nelson's Tomb first meets his eyes,
With throbbing heart, and tributary sighs,—
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"Such were the honours, such the splendid meed,
His country offer'd, and his friends decreed."
Thus musing on—the subject at his heart—
The sigh will murmur, and the tear will start;
And, pond'ring on the Naval Warrior's fate,
A life so glorious! and a death so great!
His patriot mind with new-born ardour fir'd,
Will then exclaim, like one by Heav'n inspired!
"When that GREAT FABRIC moulders into dust,
The scythe of Time shall spare the Hero's Bust;
And future millions shall record his fame,
From age to age, while ENGLAND has a name!"

Norwich, Oct. 15. JUVENIS.

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ON THE DEATH OF SIR PETER PARKER.

THERE is a tear for all that die,
A mourner o'er the humblest grave,
But nations swell the fun'ral cry,
And triumph weeps above the brave.

For them is Sorrow's purest sigh
O'er Ocean's heaving bosom sent;
In vain their bones unburied lie—
All earth becomes their monument!

A tomb is theirs in every page—
An epitaph in every tongue;—
The present hours—the future age
For them bewail—to them belong.

For them the voice of festal mirth
Grows hush'd—*their* name the only sound;
While deep remembrance pours to worth,
The goblet's tributary round.

A theme to crowds that knew them not,
Lamented by admiring foes,
Who would not share their glorious lot!
Who would not die the death they chose!

And, gallant PARKER, thus enshrined,
Thy life, thy fall, thy fame shall be;
And early valour glowing find
A model in thy memory!

But there are breasts that bleed with thee
In woe that glory cannot quell;
And shuddering hear of victory,
Where one so dear, so dauntless fell!

Where shall they turn to mourn thee less?
When cease to hear thy cherish'd name?
Time cannot teach forgetfulness—
While Grief's full heart is fed by Fame.

Alas! for them!—though not for thee;
They cannot choose but weep the more;
Deep for the dead the grief must be,
Who ne'er gave cause to mourn before.

B.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(October—November.)

RETROSPECTIVE AND MISCELLANEOUS.

JUST as our last was published, the Speech of the American President MR. MADISON arrived in this metropolis. It betrays no symptoms of fear or despondency; but on the contrary, pronounces with confidence a prophecy we fear will prove too true; i. e. that the longer we continue our hostile efforts, the more certain and decisive will be our final discomfiture.

The President affirms that no compensation cān atone for the loss of character with the world occasioned by the destruction of the public edifices at Washington.

Mr. Madison laid before Congress the proposals made by our ministers at Ghent, and those, joined to the recent conflagration of the capital, seems to have concentrated all the energies of America decisively in favour of war. All parties seem united, and the general cry is for vengeance against Great Britain!

The most flagitious charge adduced against this country, is that of having sold in the West Indies the slaves whom we decoyed to our ships, under the promise of freedom!—We dare not affirm that no individuals belonging to our civil or military department have been guilty of this infamous practice, although we earnestly hope it will prove so; but sure we are, that the most signal punishment in the power of the government to inflict awaits the miscreants who have so dishonoured themselves and country. We think it scarcely necessary to say, that ministers disowned the imputation in the most indignant terms. It is a charge admirably calculated to increase the dislike of our national character, which is too predominant on the continent of Europe.

The rumoured defeat of our naval squadron on Lake Champlain turned out but too well founded—it has been taken or dispersed, and its gallant commander slain!—On the heels of this disastrous intelligence came the news of the retreat of our army from before Platsburg, attended with circumstances peculiarly galling to the feelings of the nation.

These defeats and disasters in America excited the most rapturous applause from the friends of that people in Paris. In the theatres, coffee-houses, and places of public resort were heard the loudest acclamations and prognostics of our fall?

But the worst, the most alarming feature, is the desertion of our forces, particularly from the army, to the Americans. Our officers invited the American negroes to desert their masters; what those masters say we did with them, we have already noticed. What the United States have done by way of retaliation, it is to be feared we shall shortly feel, if the ruinous and destructive contest is not speedily closed.

In addition to other temptations, such as money, and protection offered on the spot, it has been proposed in Congress, and scarcely a doubt remains but it will pass into a law, to bestow one hundred acres of fertile land upon every military person who would desert from our army. This measure will of course extend to our seamen: with such inducements, it may be found impossible to prevent desertions growing to an extent truly alarming; nor have our Government the means of gaining the seamen or soldiers of the United States by bribes equally attractive. The *principle* of this mode of warfare is loudly decried; but alas! we have ourselves made too free with *principles* to expect much pity, suffer what we may. Our disreputable mode of predatory war, the proclamations calling on the negroes to desert, and the destruction of Washington, are events that constantly stare us in the face, and furnish an apology for every mode of retaliation adopted by the enemy.

In the Gazette of Saturday evening last (26th inst.), appeared the despatches of General Sir George Prevost, and Commodore Sir James Lucas Yeo. They oppose the most flat contradictions to each other, and prove that those two officers can no longer act in conjunction. The public feeling is decidedly against the commander of our army; but it should not be forgotten, that Captain Sir James Yeo was distant from the scene of action, and his judgment, of course, more liable to err than that of a commander-in-chief upon the spot.

To counterbalance the gloomy narrations of discomfiture and disgrace, the public mind has been flattered for a week past with the hope of our fleet and army having taken Sacket's Harbour, and destroyed Commodore Chauncey's squadron: no official intelligence had arrived when these sheets went to press.

In our article relative to the American Question, will be found some observations on the negotiations and negotiators at Ghent that are yet proceeding.

Want of room obliges us to pass over many interesting points connected with the American naval war.

As to the proceedings of Congress at Vienna, it seems to be animated by a spirit we hoped not to have seen appear. The general sentiment appears to be, that the great powers have abandoned that moderation and self-denial which gave them so strong a claim to the gratitude and confidence of mankind; and if so, the speedy downfall of the fabric they are rearing will inevitably ensue.

The total expence of the erection of the Breakwater at Plymouth, will, it is understood, fall considerably under the estimate. It will not be finished in a rough state under five years more. When all the massive stones, &c. have formed a solid and imperishable base, an elegant pier, with a light-house, will be erected; and when completed, it will be a lasting memorial worthy of the nation and the age.

The Decree of the Prince of Orange, opening the three docks made at Antwerp, under the French government, fixes, that these docks shall be open to ships and vessels of all nations, on paying the following duties:—Vessels of 50 to 100 tons, to pay 25 centimes per ton; from 100 to 250 tons, 50 centimes per ton; and above 250 tons, 75 centimes per ton. On payment of these duties, the ships and vessels may remain for three successive months in the docks; and the 40th part in addition for every week's stay after the expiration of the said three months. The Dutch and Belgian ships under the Dutch flag, shall pay only the half of the above duties. Vessels under 50 tons, and those exclusively used for fishing, are wholly exempt from duty.—*Amt. Cour. Oct. 24.*

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, SEPTEMBER 27, 1814.

Copy of a Letter from Vice-Admiral the Honourable Sir Alexander Cochrane, K. B. to John Wilson Croker, Esq. dated on board His Majesty's Ship Tonnant, in the Patuxent, the 3d instant.

SIR,

I REGRET having occasion to detain the Iphigenia for a few minutes to inform the Lords Commissioners of the Admiralty, of the death of Sir Peter Parker, Bart. late Captain of the Menelaus, which has just been announced to me by a letter from the surviving commanding-officer, of which I enclose a copy.

My despatch of yesterday will have apprized their Lordships of my having sent the Menelaus up the Chesapeak, above Baltimore, to make a diversion in that quarter.

It appears, that after having frequently dislodged small bodies of the enemy, by landing parties of seamen and marines, her Captain at length was drawn into an attack upon a force which proved to be greatly his superior in numbers, and accompanied by artillery.

In a successful attack upon this superior force, and while routing the enemy, he received a wound that in a few minutes terminated his existence, and I have to lament the loss, not only of this gallant and enterprizing officer, but of many brave men who were killed and wounded on the same occasion, of which a return is enclosed.

I have the honour to be, &c.

Alexander Cochrane.

Vice-Admiral and Commander in Chief.

His Majesty's Sloop Menelaus, off Pool's Island, Chesapeake,
SIR, *Sept.* 1, 1814.

With grief the deepest it becomes my duty to communicate the death of Sir Peter Parker, Bart. late Commander of H. M.S. Menelaus, and the occurrences attending an attack on the enemy's troops on the night of the 30 ultimo, encamped at Bellair. The previous and accompanying letters of Sir Peter Parker will, I presume, fully point out the respect the enemy on all occasions evince at the approach of our arms, retreating at every attack, though possessing a superiority of numbers of five to one; an intelligent black man gave us information of two hundred militia being encamped behind a wood, distant half a mile from the beach, and described their situation, so as to give us the strongest hopes of cutting off and securing the largest part as our prisoners, destroying the camp, field-pieces, &c. and possessing also certain information that one man out of every five had been levied as a requisition on the eastern shore, for the purpose of being sent over for the protection of Baltimore, and who are now only prevented crossing the bay by the activity and vigilance of the tender and ships' boats. One hundred and four bayonets, with twenty pikes, were landed at eleven o'clock at night, under the immediate direction of Captain Sir Peter Parker, Bart. the first division headed by myself, and the second division by Lieutenant Pearce. On arriving at the ground we discovered the enemy had shifted his position, as we were then informed, to the distance of a mile farther; having taken the look-out picket immediately on our landing, we were in assurance our motions had not been discovered, and with the deepest silence followed on for the camp. After a march of between four and five miles in the country, we found the enemy posted on a plain, surrounded by woods, with the camp in their rear; they were drawn up in line, and perfectly ready to receive us; a single moment was not to be lost; by a smart fire, and instant charge, we commenced the attack, forced them from their position, putting them before us, in full retreat to the rear of their artillery, where they again made a stand, shewing a disposition to outflank us on the right; a movement was instantly made by Lieutenant Pearce's division to force them from that quarter; and it was at this time, while animating his men in the most heroic manner, that Sir Peter Parker received his mortal wound, which obliged him to quit the field, and he expired in a few minutes. Lieutenant Pearce, with his division, soon routed the enemy, while that under my command gained and passed the camp. One of the field-pieces was momentarily in our possession, but obliged to quit it from superior numbers.

The marines, under Lieutenants Beynon and Poe, formed our centre, and never was bravery more conspicuous. Finding it impossible to close on the enemy from the rapidity of their retreat, having pursued them upwards of a mile, I deemed it prudent to retire towards the beach, which was effected in the best possible order, taking with us from the field twenty-five of our wounded, the whole we could find, the enemy not even attempting to regain the ground they had lost; from three prisoners (cavalry) taken by us, we learnt their force amounted to five hundred militia, a troop of horse, and five pieces of artillery, and since, by flags of truce, I am led to believe their number much greater.

Repelling a force of such magnitude with so small a body as we opposed to them, will, I trust, speak for itself; and although our loss has been severe, I hope the lustre acquired to our arms will compensate for it. Permit me, Sir, to offer to your notice the conduct of Mr. James Stopford Hore, Master's Mate of this ship, who on this, as well as on other trying occasions, evinced the greatest zeal and gallantry. In justice to Sub-

Lieutenant Johnson, commanding the Jane Tender, I must beg to notice the handsome manner in which he has at all times volunteered his services.

Herewith I beg leave to enclose you a list of the killed, wounded, and missing, in this affair.

I have the honour to be, &c.

Henry Crease,

Act. Com.

List of Officers, Seamen, and Marines, killed, wounded, &c. belonging to H. M. S. Menelaus, on the Morning of the 31st of August, 1814, Henry Crease, Esq. Acting Commander.

Killed.—Sir Peter Parker, Bart, Captain; J. T. Sandes, midshipman; Robert Friar, quarter-master; Rowland Robinson, quarter-master; James Perren, swabber; Thomas Doris, sail-maker; George Hall, ordinary seaman; John Evans, serjeant of marines; William Hooper, private marine; William Davis, private marine; Robert Johnson, private marine; William Rogers, private marine; William Powell, private marine; Robert Jones, private marine.

Wounded.—Thomas Fitzmaurice, boatswain's-mate, severely; John M'Allister, able seaman, severely; Joseph Daley, able seaman, severely; John Wilson, able seaman, severely; James Mooney, ordinary seaman, severely; Michael Cullin, ordinary seaman, slightly; John Bath, ordinary seaman, severely; John Samuel, captain of the mast, slightly; James Cooper, able seaman, severely; John Malcolm, ordinary seaman, severely; Archibald M'Arthur, captain of the forecastle, severely; William Nol, ordinary seaman, slightly; Thomas Toffield, quarter-master's-mate, severely; Michael Halligan, quarter gunner, slightly; B. G. Bayman, first lieutenant of marines, severely; George Poe, second lieutenant of marines, slightly; James Listt, private marine, slightly; William Harvey, private marine, slightly; John Schriber, private marine, slightly; William Pritchard, private marine, severely; George Morrell, private marine, slightly; William Golatham, private marine, severely; Edmund Turner, private marine, severely; William Smith, private marine, slightly; James Manderson, ordinary seaman, severely; John Rowe, landman, severely; George Hobbs, captain of the foretop, severely.

Total—14 killed; 27 wounded.

Henry Crease,

Act. Com.

A. S. Merrings,

Surgeon.

Rear-Admiral Lord Torrington has transmitted to John Wilson Croker, Esq. a letter from Captain Somerville, of H. M.S. Asia, giving an account of his having, on the 31st of July, captured, off the Fortugas, the Cora American letter of marque brig, carrying 4 6-pounders and 23 men, bound from New Orleans to the Havannah.

List of Ships and Vessels captured or detained by H. M. S.'s and Vessels on the Leeward Islands Station, between the 2d of February and 13th of June 1814.

Schooner Gustavus captured by the Pique, February 11, 1814; sent to St. Thomas's. Sloop Commerce, captured by the Pique, February 11, 1814; sent to St. Thomas's. Schooner Car Wilkelm, captured by the Vestal (Crane in sight), February 13, 1814; sent to Guadaloupe. Brig Robert, captured by the Rhin, February 24, 1811; sent to Nassau, New Providence. Brig Carlos, captured by the Pique, March 7, 1814; sent to Basseterre, Guadaloupe. Schooner Ann, captured by the Eclipse, Echo, and Bustard, March 10, 1814; sent to St. Thomas's. Brig letter of marque Rattlesnake, captured by the Rhin, March 11, 1814; sent to Barbadoes. Brigantine Admiral Martin, captured by the Swaggerer (Eclipse in company), March 13, 1814; sent to Antigua. Schooner Concha, captured by the Ister, March 15, 1814; sent to Tortola. Sloop Industry, captured by the Ister, March 19, 1814; sent to Tortola. Sloop Camilla, captured by the Ister and Swaggerer, March, 28, 1814; sent to Tortola. Schooner Jose y' Maria, captured by the Pique, March 31, 1814; sent to St. Thomas's. Schooner Furntrud, captured by the Pique, April 2, 1814; sent to St. Thomas's. Schooner President, captured by the Pique, May 7, 1814; sent to Barbadoes. Brig Jumbie, captured by the Pique, May 12, 1814; sent to St. Thomas's. Schooner William, captured by the Ister, May 18, 1814; sent to St. Thomas's. Schooner Gustavia, captured by the Maria, May 26, 1814; sent to St. Thomas's. Schooner Montserrat, captured by the Ister, May 29, 1814; sent to St. Thomas's. Schooner, El Josefa, captured by the Maria, June 3, 1814; sent to Antigua. Schooner North Star, captured by the Maria (Crane in company), June 10, 1814; sent to St. Thomas's. Schooner Savage, captured by the Dasher, June 20, 1814; sent to St. Thomas's.

P. C. Durham,

Rear-Admiral and Commander in Chief.

Promotions and Appointments.

Rear-admiral George Burlton hoists his flag in the Cornwallis, to supersede Sir Samuel Hood as commander-in-chief in India.

Captains, &c. appointed.

Hon. J. Arbuthnot, to the Martin; Hon. J. A. Macede, to the Favourite; Frederick Maitland, to the Boyne; Lord John Hay, to the Buzzard; John Foote, to the Goldfinch; H. V. Pell, to the Menia; Hugh Pigot, to the Nymphe; H. F. Senhouse, promoted to the rank of post captain; John Harper, to the Tyne; T. W. Cecil, to the Electra; Charles Bullen, to the Akbar; Richard Pridham, to the Prince Frederick; Edward D. King, to the Cornwallis; John Tailour, to the Comus; Robert Hall, to the Impregnable; James Mould, to the Mutine; James Creighton, to the Ringdove; William Dowers, to the rank of post captain; Thomas Warrand, to the Foxhound; Edmund Waller, to the Pheasant; Charles Kerr, to the Tonnant; W. B. Dashwood, to the Prometheus; John Palmer, to the Wanderer; H. Robinson, to the rank of post captain; G. G. Burton, to the Wolverene; S. G. Pechel, to the Clorinde; Francis E. Lock, to the Minstrel.

Lieutenants, &c. appointed.

John Adamson, to the Favourite; G. Allan, to the Ringdove; R. Andos, to the Chatham; William Boxer, to the Rover; Peter Brooke, to the Vengeur; John Becket, to the Essex; Thomas Burgh, to the Conway; Francis Brace, to the Menia; T. Bent, to the Ajax; James Bayly, to the Orontes; Howe Braithwaite, to the Shark; A. G. Clugstone, to the Havock; Mark J. Currie, to the Centaur; S. Campbell, to the Cornwallis; J. H. Dunderdale, to the Ringdove; George Drew, to the Centaur; George Dansey, to the Sparrowhawk; John G. Davies, to the Amaranthe; James S. Fletcher, to the Bonne Citoyenne; G. C. Greenway, to the Bulwark; George Gordon, to the Impregnable; J. H. Hopkins, to the Icarus; Charles Holroyd, to the Menia; Abraham Hughes and Henry C. Hore, to the Crescent; Henry Heyman, to the Orpheus; Henry John Hall, to the Nereus; Henry Watson Hall, to the Rhin; Stephen Hodge, to the Bittern; P. Helpman, to command the Sealark; Robert Hay, to the Ganymede; Charles R. Hunter, to the Swiftsure; Thomas W. Holbourne, *to* the Porcupine; George Holbeck, to the Clorinde; F. C. Hill, to the Hebrus; Robert Hollman and G. C. Johnstone, to the Impregnable; Joseph C. Jellicoe, to the Narcissus; John James Keeling, to the Amaranthe; John Kent, to the Thais; Frederick Lewis, to the Sybille; Richard Langdon, to the Conway; H. Loney, to the Sabrina; Andrew Morris, to the Stork; Andrew Mott, to the York; Valentine Munbee, to the Scylla; Joseph Martin, to the Tamar; Matthew Mitchell, to the Favourite; Jeremiah M'Daniel, to the Tonnant; Joseph Norris, to the Mercurius; J. Nepean, to the Vengeur; Philip Nind, to the Sparrowhawk; J. Nugent, to the Cornwallis; C. Paynter, to the Warrior; George Pierce, to the Comus; Henry Preston, to the Daphne; Amos Plymsell, to the Lightning; Thomas Patton, to the Lyra; James W. Purches, to the Orpheus; John M. Paynter, to the Weser; Charles Strangeway, to the North Star; J. Storey, to the Prince; H. J. Shannon and James Stuart, to the Elizabeth; W. Strong, to the Wizard; Arthur Freemantle Seeds, to the Amaranthe; S. B. Stunt, to the Surprize; W. Snell, to the Calypso; Robert B. Roe, to the Insolent; Alfred Robinson, to the Comus; W. Truss, to the Impregnable; Andrew Vincent, to the Swiftsure; R. Vidal, to the Griffon; John Wood, to the Icarus; Charles Wyville, to the Fowey; William Robert Ward (1), to the Pelican; James Wilson (2), to the Apelles; M. Warren, to act as lieutenant of the Essex.

Lieutenants G. G Burten, H. King, G. Pedlar, James Scott, and G. Urmstone, are promoted to the rank of commanders.

Mr. Willmot, clerk of the rope-yard of Woolwich Yard, to be clerk of the survey at Sheerness Yard.

Mr. John Peake, to be clerk of the rope-yard at Woolwich Yard.

Major Bartleman, and Captains Farmar, Garthwaite, Spurin, Elliot, Ross, and White; Lieutenants Toole, Wilson, Phillips, Shipten, Beeston, Skinner, Cardow, Guernsey, Stone, and Capel, have been embarked to join the Marine Battalions in America.

Pursers appointed.

Mr. T. A. Wallis, to the Akbar; J. Mitchell, to the Cornwallis; J. Meade, to the Wanderer; William Askew, to the Achille; Thomas Snepp, to the Essex.

List of Midshipmen passed for Lieutenants.

Sheerness.—C. Caldecot, N. Wakem, H. P. Hoppner, S. W. Oldham, H. Thomas.

Portsmouth.—T. Preston, G. Woodward, W. Proctor, J. Proctor, O. Young.

Plymouth.—C. Gray, J. Stewart, H. Cobbett, W. Tothill, H. G. Hill, C. Blyth, C. Moss, F. Harris.

Masters appointed.

F. W. R. Sadler, to the Clorinde; J. Jordan, to the Sapphire; R. Dodd, to the Bombay; R. L. Hicks, to the Chesapeake; Thomas Webb, to the Warrior; E. Potter, to the Dee; John Roberts, to the Pelorus; S. Sheppard, to the Forester; Thomas Manter, to the Nautilus; G. H. Cole, to the Elizabeth; James Barrie, to the Andromeda; Charles Burney, to the Phœnix; Thomas Kirkby, to the Boyne; J. P. Lurcher, to the Apelles; John Engledew, to the Prince; J. B. Stent, to the Rover; W. Rogers, to the Fly; J. B. North, to the Badger; J. Sheppard, to the Bustard; C. Benson, to the Cornwallis; J. Dillon, to the Pompée; T. Gwyther, to the Tigris.

Surgeons appointed.

John Campbell, to the Larne; Robert Johnstone, to the Cornwallis; William Shoveller, to the Montagu; Adam Scott, to the Tamar; Barry O'Meara, to the Boyne; Emanuel Lazaretto, to the Prometheus; John Cameron, to the Cyrus; Samuel Morrison, to the Pilot; Robert Johnstone (1), to the Montague; James Little, to the Impregnable; William Smith, to the Nimrod; William Boyd (2), to the Florida; Robert Dobie, to the Wasp; J. L. Paterson, to the Talbot; Joseph M'Carogher, to the Akbar; William Simpson, to the Beaver; Michael Doak, to the Calypso; William Crichton, to the Pickle.

Assistant-surgeons appointed.

William Bruce, supernumerary to the East Indies; Lawrence Lacey, to be hospital mate at Haslar; Cornelius O'Friell, to the York; H. Cochrane, to the Cornwallis; John Patchall and Samuel Phillips, supernumeraries to North America; John Runciman, to the Pompée; Robert Marshall (2), to the Forward; William Cowling, to the Vesta; William Donnelly, to the Cornwallis; Patrick Butler, to the Impregnable; John Wilson, to the Leven; John Frew, to the Martial; G. Zimmerman, to the Tamar; John Dove, to the Cephalus; James Keith, to the Conway; John Hewitson, to the Virago; Roderick Frazer, to the Bann; Robert Espie, supernumerary to the Leeward Islands; James Bellarby, to the Akbar; James Little, to the Menia.

BIRTH.

On the 3d of November, in Cumberland-street, London, the lady of Captain Shirreff, R.N. of a daughter.

On the 5th November, at Bath, the lady of Captain Edward Chetham, of H.M.S. Hamadryad, of a daughter.

On the 20th of November, at Stonehouse, the lady of Captain W. H. Douglas, R.N. of a daughter.

MARRIAGES.

Lately, Captain H. Tailor, R.N. to Harriet, daughter of Robert Vazie, Esq. engineer.

Lately, Lieutenant William Holmes, R.N. to Eliza, daughter of Mr. Gould, of Blandford.

On the 2d November, Doctor Luke F. Nagle, to the youngest daughter of the late Captain Peter Baskerville, of Hurst Castle, Isle of Wight.

On the 3d November, at Plymouth, Lieutenant H. C. Goldsmith, of H.M.S. Chesapeake, to Charity Elizabeth, youngest daughter of the late James Hore, Esq. purser R. N.

On the 3d November, at Sunning Hill, Major Parker, of the royal artillery, to Miss Popham, eldest daughter of Rear-admiral Sir Home Popham.

On the 16th of November, W. Speek, Esq. lieutenant R.N. to Miss Jenny Croad Richards, only daughter of the late Mr. Richards, of Plymouth.

DEATHS.

Lately, was found drowned, floating near Bembridge Lodge, Mr. John James Purcell, Purser of H.M.S. Orpheus.

Lately, at Port Royal, Jamaica, in the prime of life, the Hon. F. Napier, 2d Lieutenant of H. M. S. Argo, son of Lord Napier, of Scotland.

Lately, at Jersey, Mr. Nelson, late Master of H.M.S. Victory.

Lately, at Shroton, Wilts, aged 76, Mrs. Ryves, mother of Captain G. T. Ryves, R. N.

Lately, at Rifley, Mr. Henry Church, Surgeon, late of the R. N.

Lately, in an attack on the American squadron on Lake Champlain, was killed Captain George Downie, the commander of the British forces.

Lately, Mr. John Delafons, purser R.N.

Lately, at Bourdeaux, in a consumption, Mrs. Milne, wife of Rear-admiral Milne, now on the Halifax station.

Lately, at the Cape of Good Hope, Rear-admiral George Dundas, late commissioner of the navy at that place.

Lately, at Fulham, Captain Richard Saunders, R.N.

Lately, at Exeter, Captain Michael Dod, R.N. son of Admiral Dod.

Lately, at Jamaica, of the fever, after an attack of only four days duration, Rear-admiral William Browne, commander-in-chief of H.M.'s ships and vessels at Jamaica.

Lately, at Fulham. aged 86 years, Captain Richard Saunders, R.N.

Lately, aged 90 years, Mrs. Courtnell, mother of the late Mr. W. Courtnell, clerk in the victualling-office, one of the oldest native inhabitants of Portsmouth.

Lately, Mr. Clowes, purser of H M.S. North Star.

Lately, on his passage from Jamaica, Lieutenant Charles Woods, of H.M.S. Ringdove.

Lately, at Plymouth, Captain T. S. Grove, of H.M.S. Prince Frederick.

Lately, aged 77 years, Captain Anthony Gibbes, R.N. formerly many years regulating officer at Swansea.

On the 2d of December, 1813, at Macao, in China, Lieutenant James Macfarlane, of H.M.S. Doris.

On the 5th of June, at the Cape of Good Hope, Mr. Edward Parry, aged 44, formerly of Leadenhall-street, London.

On the 9th of Aug. at sea, on board his H. M. S. Royal Oak, aged

27 (on his passage to the attack of the city of Washington, in America), Lieutenant Wm. Burchell, of the R.N.

On the 14th of August, of the yellow fever, on his passage from the West Indies, Lieutenant William Way, of H.M.S. Sapphire.

On the 20th of September, Lieutenant Edward Witherston R.N. in the 22d year of his age, youngest son of Colonel Witherston, Gower-street, Bedford-square.

On the 24th of September, at her father's house at Chelsea, Jane, only daughter of Captain Butterfield, of H.M.S. Sterling Castle.

On the 28th of September was killed, in an attack on the General Armstrong American privateer, Lieutenants Matterface and Norman, of H.M.S. Rota.

On the 5th of October, on board H.M.S. Akbar, Captain James Lindsay Carnegie, R.N. His death was occasioned by a fever, which was produced by excessive fatigue in the zealous discharge of his duty, as a volunteer, in the expedition against Penobscot.

On the 7th of October, at Cambletown, Captain George Morris, R.N. deeply regretted by his numerous friends.

On the 8th of October, at St. George's Cottage, Gloucester, aged 38, Susannah, the wife of Captain J. Griffith, R.N.

On the 15th of October, an inquest was taken on the body of Mr. Newson, late a master's mate in the royal navy, who cut his throat at his apartments in Somer's Town, near Portsmouth, the preceding afternoon, which deprived him of life. It appeared in evidence, that the deceased, having obtained a little property by marriage, forsook the line of profession in which the earlier part of his life had been spent, and entered into an engagement as an innkeeper in London; but that not succeeding to the extent of his expectations, he determined to return to his former station in the navy; in which he had to contend with conduct that was extremely discouraging to him. The consequence was, that he fell into a state of despondency, and in this state of mind he had before threatened to commit the act by which he now died. Verdict—*Lunacy*.

On the 17th of October, at Dedham, Essex, Mrs. Young, widow of the late Admiral James Young.

On the 21st of October, on the Hard, Portsea, Mr. George Frederick Fleming, purser R.N.

On the 27th of October, at Cold Harbour, Gosport, Eliza, daughter of Captain Carter, R.N.

On the 28th of October, at Chatham, Captain Hinton, R.N.

On the 30th October, at Bath, Mrs. Phillips, relict of Captain D. Phillips, R.N.

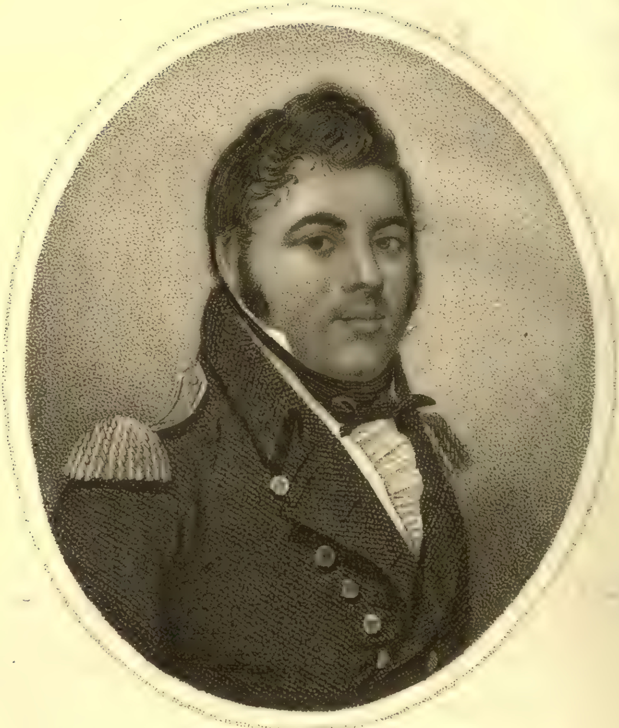
On the 14th of November, at Plymouth, Mr. Lamport, purser R.N.

Same day, at Saltash, at an advanced age, John Scott, Esq. late clerk of the rope-yard at Plymouth.

On the 16th of November, at Southampton, John Tyson, Esq. a purser in the royal navy, late secretary to the immortal Nelson, and formerly clerk of the survey of Woolwich Yard.

On the 17th of November, in Wellington's-square, London, Captain John Duer, R.N.

On the 19th of November, at Stockton-upon-Tees, Vice-admiral N. Brunton.



Blood sculpsit.

Samuel Blyth Esqr.
Commander, R.N.

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BIOGRAPHICAL MEMOIR

OF THE LATE

SAMUEL BLYTH, Esq.

COMMANDER IN THE ROYAL NAVY.

By glory fir'd, thus spake his latest breath,
"*Ah!* GIVE *me victory, or* GIVE *me death.*"
Heard was his prayer!—its fatal purport sped!
Fate wav'd the gloomy cypress o'er his head.
His ensigns floating yet, in martial pride:
Far from his native isle and widow'd bride—
A glorious death, the gallant Seaman died!
By gen'rous foes the last sad rites were paid:
In foreign earth the warrior's corse was laid:
The sculptur'd stone his pensive shipmates rear,
And silent shed the sympathetic tear.
Whilst near his grave, in victory's arms laid low,
Is seen the spot where rests his happier foe.——EDITOR.

THIS naval commander, the first who lost his life and his ship in battle with the Americans, during this second American war, was born 23d February, 1783, at Portsea. His father belonged to the royal navy, and died within fourteen days of the birth of his son. This child was reared by his kind and indulgent grandfather (Mr. Samuel Blyth), a seaman of the old school, who was highly esteemed for qualities that, under a more wise and liberal system, would have carried him far towards the top of his profession. He was sailing master on board the Barfleur (Sir Samuel, now Lord Hood),* in the glorious victory of the 12th April; and, no doubt, he contributed largely to the defeat and destruction of the foe. Restrained by a regulation, alike impolitic and illiberal, to the humble rank of a master, he was more fortunate than most of his brethren, for he obtained the situation of master-attendant at Sheerness yard. The grandson of this respectable old seaman (the subject of the present memoir), was educated with a view to his serving in the navy; in favour of which, from his earliest days, he displayed the strongest inclination: this feeling, however, was perfectly natural, when his descent, place of birth and residence, and the objects by which he was surrounded, are considered.

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* See memoir in Vol. II.

His natural disposition was peculiarly playful, generous, and bold. He felt impatient at the slow progress of the time that had yet to elapse before he should appear dressed in the uniform of a Mid, with his little dirk by his side, parading the quarter-deck: and when at last the important moment arrived, that he found himself on the deck of the Bellerophon, the gayest visions, depicted by extravagant hopes, danced before his eyes, and his young bosom dilated with ecstacies unknown before. Delighted beyond expression with the actual attainment of the greatest object of his desire, the proud boy saw nothing before him but a career full of danger and of glory: of the danger he scorned to think; but on the attainment of glory his young mind fondly dwelt; and as he looked at his patron (Admiral Sir Thomas Pasley*), and saw him decked in the uniform of high command, and invested with what he conceived to be sovereign power, his aspiring genius told him, that if he acted his part as well, he too should become an Admiral! He thought not of the fragile tenure by which his newly attained rank was held: he drew no comparisons between his situation in the navy as a mid, and that of the ensign in the army; he was not appalled by the consideration, that he had for six years to reside in a place where the light of the sun never penetrated,—that he had to serve for a poor pittance—whilst his equal in army rank was passing his time in spacious edifices, open fields, or amidst the allurements of elegant society: and was besides remunerated by a pay that appeared munificent compared with his;—nor did he reflect that his rank as mid was merely nominal, and might at any moment, without "*a cause assigned or motive given*," be annihilated, and himself reduced to the lowest rank in the ship, consigned to menial drudgery, or degraded by corporal punishment! These bitter ingredients mixed up with the lot of a mid,† were unknown, or unthought of: the past and the future were concentrated in the present, and the pleasure this ardent boy experienced on his first appearance on the quarter-deck of a line-of-battle ship, invested with the authority of a gentleman petty officer, perhaps formed the happiest moments of his life.

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* In our fourth Volume is the portrait and memoir of Admiral Sir Thomas Pasley, Bart.

† To prevent misconstruction, the Editor respectfully affirms, that the observations he may, from public motives, feel it his duty to make on the comparative advantages enjoyed by the army and the navy, do not proceed from any invidious feelings towards the army, which has nobly earned more than it enjoys from its country. His only object is to call the serious attention of those in power to the condition of midshipmen and master's mates, with a view to their being placed on the same professional footing in the Royal Navy; as ensigns and lieutenants, who are but their equals, enjoy in the army.

He served on board the Bellerophon in the great battle fought between the grand fleets of Great Britain and France, on the 1st of June, 1794.* During this horrible scene of uproar and carnage, he evinced the most dauntless courage and admirable conduct. Full of the warm feelings of unsophisticated nature, the attachment of this spirited lad towards his gallant patron, displayed itself in the most vehement effusions of grief and despair; and, when he saw him lay—mangled and bleeding on the deck—it was almost by violence alone he could be kept away during the time the brave admiral suffered amputation of his leg. That mind, over which the wildest scenes of rage and slaughter had no power, was subdued by the sufferings of his patron; and young Blyth then appeared drowned in tears, and inarticulate from sorrow.

In the memorable action fought by Admiral Cornwallis, † on the 17th June, 1795, the Bellerophon was again engaged; and again our young hero displayed that firm undaunted carriage, activity, and presence of mind, which characterize those whom nature intends for heroes. He continued to serve nearly five years on board the Bellerophon.

The second vessel that he entered was L'Aigle frigate, Captain Tyler, in which he was wrecked off Tunis. He was here subjected to an ordeal of another kind: he suffered shipwreck ‡ upon a desolate coast, inhabited by cruel barbarians. In common with his shipmates, he lost all his personals, and had to sustain many and severe privations, and serious hardships, when he proved, that his fortitude to endure afflictions, was equal to his courage in braving dangers. He belonged to L'Aigle no more than eight months; and was next appointed to the Centaur, and was present at the capture of Minorca, and likewise at the taking of three French frigates, and in the frequent engagements which had place with the enemy's batteries on the coast of Spain; on all which occasions Mr. Blyth performed his duty in a manner highly honourable to his professional character, and gratifying to his friends. In the above ship he remained fourteen months, having been discharged on the 29th of October, 1799. He stayed as supernumerary 19 days on board the Cambridge, and was rated on the 30th August, 1800, as midshipman on board the Princess of Orange, where he served upwards of five months. His last ship during the first revolutionary war with France, was the Solebay, on whose books, on the 5th February, 1801, he was rated midshipman and master's mate: he served about eighteen months in this vessel, when she was paid off. At the close of this war he had passed eight years and a half as midshipman and master's-mate: during which time he cost his friends a considerable sum more than the price of an ensign's commission; add to which, the difference of pay, and the disadvantages of the midshipman's lot, will appear too obvious to be successfully questioned. This young man, at the most dangerous period of his life, notwithstanding the propriety of his conduct, and the extent of his services, was discharged, without efficient rank, without half-pay, and, indeed, without a profession! Reflecting on these truisms, could any one question the justice and expediency of ameliorating the condition of this neglected class of juvenile officers?

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* An engraving representing this action is given in our first volume.

† See life of Admiral Cornwallis, Vol. VII. page 1; and representation of his action with the French, Vol. VII. page 141.

‡ The partiality shewn in making good to army officers their losses arising from shipwreck, or capture by the enemy, and denying any manner of indemnity to naval officers under similar circumstances, has frequently been noticed by many of our Correspondents, to whose contributions we refer our readers.

On the commencement of the late war with France, on the 14th June, 1803, Mr. Blyth entered on board the Romney. How different were his feelings from what they were when first he trod the deck of the Bellerophon! The fascinating illusions that then gilded his prospects, were dissolved; but hope was still buoyant, and he flattered himself he should soon pass his examinations, and receive his commission as a lieutenant!

He sailed in the Romney, Captain Brown, to the West Indies; whence the Romney proceeded to the coast of Guinea, and back to the West Indies again: this voyage occupied about three-quarters of a year. He next went on board the Centaur, the commander-in-chief's ship, on promotion, on the 23d Feb. 1804, and was severely wounded in cutting out a French privateer from under the batteries of Guadaloupe. His courage was, however, rewarded by the command of the prize: probably in the capacity of an acting lieutenant. About this time he sustained a heavy disappointment, one that was likely to sink deep on a sanguine mind. It appears by a letter addressed to his paternal uncle,* dated at Barbadoes, the 27th March, 1804, that he had passed his examination on board the Centaur, off Martinique, the 22d February preceding, and when he wrote was doing duty as mate of the hold till the receipt of his commission, *which he expected hourly.* He was also flattered by the hope of having a schooner, of 18 guns, to command, then hourly expected at Barbadoes from Trinidad, which he said Commodore Hood had promised him, on whose patronage he placed great dependance. He spoke very highly of Captain Brown,† of the Romney, who recommended him warmly to the commodore. The Centaur was then taking troops on board preparatory for an expedition against Surinam or Martinique, and he "*hoped to have opportunities of distinguishing himself.*" Filled with new-born hopes of fortune from his promotion, and the promised command, he informed his uncle, that he should not return to England till *he had made his circumstances easy!* He drew on his relation for money to defray his equipment as a lieutenant: but, by way of encouragement, he said prize-money was "turning in every day," and as he would keep a good cruising ground close aboard, he hoped to do something effectual with his schooner! He desired his uncle to inform his kind old grandmother (Mrs. Blyth) that "*in a few* DAYS" he should be what she had long wished to see him—*a lieutenant!* He dwelt with an affectionate remembrance that does honour to his heart, on the kindness of this old lady, and expressed the most anxious solicitude for her welfare. He acquainted Mr. Blyth, that when next they met he would see "*an old friend with a new face,*" meaning, that the heat of the climate of Africa and the West Indies had thoroughly tanned his complexion: and concluded with repeating the certainty he felt of immediately receiving his commission.—Not one of these pleasing anticipations were, however, realised!—if a commission was indeed granted him in the West Indies, it was not confirmed at home; nor did he, of course, acquire the 18-gun schooner, by which he hoped to gain a fortune! Amidst these heavy disappointments, he was surrounded by the yellow pestilence, and every day saw or heard of many perishing—the youthful and robust, as well as the feeble or aged: but such is the effect of habit, that those things made little impression. That which affected his spirits most materially was, the delay of his promotion. But his mind soon recovered its usual elasticity, and these disappointments were forgotten.* He was ordered with the schooner which he had cut out off Guadaloupe, and was appointed to command, to proceed with a convoy to Dominica: on this voyage he was attacked by a French privateer of superior force, which he beat off, whereby the convoy escaped capture.

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* Mr. Thomas Blyth, of the Navy Pay Office, Somerset House.

† The late Rear-admiral Brown, of whom an anecdote highly honourable to his character is given p. 403.

Mr. Blyth next served in the Amelia frigate; and then in L'Africaine, Captain Manby: probably it was after she had gone ashore, and lost her masts off North Yarmouth. He was now in England, and without having been able, as he had anticipated, to place himself in easy circumstances! On the 5th of February, 1806, he passed his examination at Somerset House, having served on board ship as midshipman and master's mate almost eleven years. In the month of June following his promotion he married.

If he was long before he obtained the rank of lieutenant, he was soon afterwards appointed to a situation that denoted the opinion entertained of his capacity, namely, as first of the Confiance,* Captain Sir James Lucas Yeo, in which frigate he joined the squadron off Lisbon, commanded by Sir Sidney Smith.† The Confiance was ordered home, with Lord Strangford on board, and proceeded to Milford Haven, from which port, by Admiralty order, Mr. Blyth took the Confiance round to Plymouth: after having refitted, this frigate returned to her station off Lisbon : when, by an adverse turn of fortune, Mr. Blyth lost his rank as first lieutenant, and became the second, in consequence of a senior officer having been appointed to serve in that frigate. Of course he felt this very sensibly, and it was the more unwelcome, on account of the important expedition, in which, soon after, the Confiance was engaged, namely, in the reduction of Cayenne, and that his captain was perfectly satisfied with him !—The particulars of this gallant achievement are already given in the life of Captain Sir James Lucas Yeo.* Mr. Blyth was principally employed ashore, where he very materially contributed to the reduction of that colony.†

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* Whilst Mr. Blyth was in this frigate, and as she was going at the rate of ten knots, this thoughtless young fellow leaped overboard in his boots and uniform! As soon as they could, the ship was hove-to, and a boat lowered, but he fell so far astern, that he was totally exhausted, and on the point of sinking when he was picked up. We do not insert this anecdote as worthy of imitation, but as a trait of his impetuous and giddy disposition, and the little weight that prudential considerations had with him.—Editor.

† See N.C. Vol. V. p. 1, for the memoir and portrait of Vice-admiral Sir William Sidney Smith.

During these arduous services, which were of the most fatiguing and harassing kind, and doubly so from the nature of the climate, Mr. Blyth was most severely wounded. Amongst the missile weapons used by the native Indians, bows and arrows were not the least formidable. The arrows are made of reeds as strong as small canes, they are nearly four feet long, with rough, coarse and barbed heads of iron. He received no less than five of those arrows in his arm, and from being barbed they could not be extracted but by the knife.‡ Notwithstanding these painful operations, so ardent was his desire to perform his duty, that he continued its active discharge until the final reduction of the colony. Sir James Yeo, in his public despatches, speaks in warm terms of his gallant and exemplary conduct. In a letter which Mr. Blyth wrote home from Cayenne, he said, " I was three days and nights with my wounds undressed and bleeding, before I procured medical assistance, and fourteen days in Captain Yeo's cabin before I could go upon deck ; but should it be my fate to return home mutilated in the service of my country, I shall not repine."

During the military operations carried on in this colony, Lieutenant Blyth occupied the residence and estate of a principal colonist named Rival. On this occasion his conduct was such as his friends might dwell on with delight, and his country be proud of, and which his biographer feels a pleasure in recording: it cannot be better pourtrayed than in the letter written by this colonist, in favour of Mr. Blyth, to his friend, a man of high rank in Paris.

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* See N.C. Vol. XXIV. p. 282.

† The prize-property captured on this occasion has not yet been distributed !—Editor.

‡ These arrows, and a bow, are in the possession of his widow : and the tear rose in her eye, and her lips quivered, as she shewed them to him who is now writing his memoir.

(COPY.)

" *To his Excellency, the Senator Fabre (De L'Aude) Count of the Empire, Paris.*

" *Cayenne*, 18*th February*, 1809.

" As it is possible, my dear countryman, that Mr. Samuel Blyth, lieutenant in his Britannic Majesty's navy, may see you, or cause this letter to be remitted to you, and may also stand in need of your friendly offices and good services, I write to assure you, in doing every thing in your power to oblige him, you would be rendering me the most acceptable kindness. You will not, I am sure, refuse me this proof of your friendship, when you shall be acquainted with the motives which animate me to interest myself in behalf of that officer, who commanded a strong detachment sent against my estate, and made me his prisoner. His behaviour to me on this occasion was of the most noble and generous nature; he kept up the most exact discipline, and the utmost regularity was observed by his men; so much so, that none of my property has been in the least injured or disturbed, and his presence on my estate had more the resemblance of a friendly visit than a capture! I feel a pleasure in bearing testimony in favour of a man of such exalted sentiment, and polished manners; and ardently wish an opportunity may occur of demonstrating my gratitude. You, too, will be sensible of the propriety of returning such invaluable services to a man who, in fulfilling his duty as an enemy, observes at the same time all the courtesies which polished nations owe to each other.

" Accept, my esteemed countryman,
" my assurances of sincere esteem,

(Signed) *Rival.*"*

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* This officer was a lieutenant of the 18th demi-brigade in the French service at the siege of St. Jean D'Acre, and was sent from Jaffer, among a number of other wounded, in a Turkish vessel without provisions or medical assistance. This vessel was met at sea by the Tigre, Captain Sir Sidney Smith, who humanely supplied them with every thing they stood in need of, and sent an officer with a boat's crew, to conduct the vessel to Damietta. This vessel was wrecked on the deserts of Syria, and Lieutenant Rival, whose wounds would not allow of his travelling a distance of upwards of eighty miles, was left in the desert: and, after six days, he was found and brought up to Catilch, where part of the shipwrecked people had arrived after a march of three days and four nights, without food of any kind. Lieutenant R.'s whole sustenance was a bottle of wine and some biscuit wet with salt-water, left him by the British officer who was with him.—EDITOR.

This testimony of his noble demeanour reflects more honour on his character than all the orders the Prince Regent of Portugal could have hung about his neck. In the vicissitudes to which military officers are exposed in time of war, it was probable Lieutenant Blyth might find himself a prisoner in France; and then, no doubt, he would have experienced the advantages of the magnanimous conduct he had displayed at Cayenne.

After this reduction of the above colony, the Confiance sailed to Rio Janeiro, where Lieutenant Blyth was invalided on account of the wounds he had received, and the excessive fatigues he had undergone.

During his stay in the Rio Janeiro, he was presented to the Prince Regent of Portugal, who gave him a sword and a medal, which his widow possesses. He was discharged from the Confiance at Rio Janeiro, 10th June, 1809, and took a passage home to England in the Diana frigate, bearing the flag of Vice-admiral Sir Sidney Smith. On the 1st August they made St. Cruze, one of the Western Islands. A boat was sent ashore to procure stock for Sir Sidney Smith, and the gun-room officers. The island of St. Cruze lies in latitude 39° 0′ 6″ N. longitude 27° 54′ E. Lieutenant Blyth represented the island as perfectly well cultivated in every respect, and he stated that the Diana was the first man of war that had called there.

How long he remained with his young bride before his health was re-established, we have no means of ascertaining. Sir Sidney Smith recommended him in the strongest terms to Lord Mulgrave, who, though *a soldier*, found himself by a strange turn of the wheel of fortune, at the head of the naval service!

At this period, Mr. Blyth seems to have mustered all his interest to gain the next step, and obtain his promotion as commander; and if any one besides those at the head of the naval department, could be supposed capable of judging of naval merits, an ordinary judge would be apt to pronounce, that the exertions and the sufferings of this brave young officer at the reduction of Cayenne had nobly earned promotion.

Sir James Lucas Yeo appears to have been in London about this time, and wrote to Mr. Blyth the following note; *viz.*

"MY DEAR BLYTH,

"I have seen the Portuguese secretary: the ambassador is not in town: but if you apply to the secretary he will pay you immediately: my certificate is wanting. Accept my best wishes for your health and promotion; and believe me that I shall be at all times most happy to render you every assistance in my power. God bless you.

"I remain, ever yours, truly,

James Lucas Yeo

Mr. Blyth appears to have written to his friend and patron, Sir Samuel Hood, on the subject foremost in his mind; i. e. *promotion.* Sir Samuel returned him the following reply, *viz.*

"DEAR SIR,

"Having been on the move for these five weeks past, your letter only reached me on my arrival in town.

"I wish most sincerely it was in my power to assist you with Lord Mulgrave; but circumstances have obliged me to decline asking any favours that do not arise from *immediate* acts of service under my command. I trust at some future period I shall be more fortunate, though I think your able and gallant services, with what you have suffered from your wounds and ill health, ought to need no other recommendation than those of the officers you was serving under; and believe me,

"Yours very faithfully,

Wimpole-street,
21st September, 1809.

Sam Hood

The Chevalier de Souza Couralvo, secretary to the Portuguese minister, interested himself also in favour of this gallant young fellow; but all would not do—there was still a certain *je-ne-sai-quoi*—a *sine qua non*—wanting to ensure success; what that *something* was, those best versed in *borough-mongering* bargains could probably explain. It appears, however, by Mr. Blyth's memorial, presented three years after this period, that the effects of his own professional services, severe wounds, and deteriorated health, joined to the intercessions of Sir Sidney Smith, the Portuguese minister, Sir James Yeo, and every other person he could move in his behalf, procured from Lord Mulgrave the favour of "*placing his name on the Admiralty list*—who also directed him to proceed to *the West Indies* on promotion!—With feelings somewhat less sanguine than when the delighted boy first strode the quarter-deck of the Bellerophon—persuaded, perhaps, he should have been richer and happier, had his friends placed him out as apprentice to a shoemaker or tailor, and dedicated the money expended upon him during his naval servitude to set him up in business, he proceeded once more to the West Indies, thinking of course he should not be again disappointed. He served in different ships in that dangerous climate, to the satisfaction of his commanding officers. Whilst in this quarter of the globe, he was appointed to the Laura schooner, and was sent from Halifax with despatches for the commander-in-chief. The crisis of his hopes was fast approaching: to use his own familiar expression, he was now to learn whether "*he was to sink or swim.*" The first tidings he heard on his reaching his destination was, that Sir Alexander Cochrane, to whom he had been recommended, was gone home, having been relieved by Sir Francis Laforey!—This was a severe and unexpected blow—but worse remained behind. After the performance of his public duty, Mr. Blyth inquired of the commander-in-chief the probability of his attaining his promotion—not forgetting of course what Lord Mulgrave had done and said; when, to his bitter mortification and grief, Sir Francis Laforey told him, "A CHANGE *had taken place at the Admiralty, and his name was not to be found upon the* NEW LIST."—His ardent expectations of preferment sought in the field of battle, earned at the muzzle of the enemy's cannon,* and ultimately *promised* by the First Lord of the Admiralty, were at once blasted. Nor did his misfortunes end here: he was immediately *superseded* in the command of the Laura schooner, and set ashore at Tortola! thence he proceeded to the island of St. Thomas's, where he took a passage to Europe in a merchant vessel, and arrived in England with disappointed hopes—his health greatly impaired—and his pecuniary affairs much deranged—by the heavy expenses occasioned by having to defray the cost of his passage to England, and living ashore in the West Indies.

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* Sir James Yeo's despatches state, that himself and Lieutenant Blyth, at the head of a party of seamen, landed under an incessant fire of round and grape at the foot of a battery, at the *very muzzle of the enemy's guns*, which they carried by storm.—EDITOR.

He did, however, not remain long at home, before he was appointed first lieutenant of the Quebec frigate, Captain Hawtayne, who was stationed with a small squadron,* off Heligoland. Mr. Blyth omitted no opportunity of seeking occasions to signalize his valour, and cut his way to promotion; and this station was likely to gratify his ambition.

From the Texel to the Elbe, a chain of small islands extend, between which and the main land there is a channel, navigable for small vessels only, called the Wadden. The whole extent of these islands and intermediate waters were guarded by gun-boats, admirably adapted for the service required of them, and also by strong detachments of the army—and lastly, by the Imperial Douaniers: the peculiar duty of the latter force was, to support the continental system, and cut off all manner of commercial intercourse with Great Britain.

It was desirable to break down and annihilate this triple line of force. The commodore received intelligence that a division of gun-boats lay at an anchor within the island of Nordeney. As soon as this fact became known to Mr. Blyth, he proposed to his captain to attempt cutting them out, if he would give him the command of the boats belonging to the squadron. To which Captain Hawtayne assented. As soon as it became known, more officers and men volunteered than could be accepted. One material obstacle arose relative to pilotage; for there was no one belonging to the squadron acquainted with the navigation of the Wadden; and as to the Blankenese or Heligoland pilots, though perfectly capable, they had no stomach for so desperate an enterprise as this might probably turn out. On board the Princess Augusta, hired armed cutter, was a young seaman, named James Mugridge, the mate of that vessel, who was sufficiently acquainted with the navigation of those waters to act as pilot to the expedition; and he had courage enough to volunteer his services, although, in case of being disabled, he had no pension to expect from the government, nor any naval promotion, however distinguished might be his courage, or his professional skill. This gallant offer obviated a material difficulty. Mr. Blyth was invested with the command of ten boats, containing one hundred and seventeen volunteers, officers and men. He embarked with Mr. Mugridge in the barge of the Quebec, in which was Mr. Moore, lieutenant of marines, belonging to that frigate. This squadron of boats set off on the 1st of August, shaping their course towards the coast of East Friesland: on the 2d, they went into the Jahde, and captured a boat belonging to the Imperial Douaniers, containing an officer and twelve people. On the same day, they passed within a league of a squadron of gun-boats, six in number, full of men, and carrying heavy metal. Mr. Blyth and his gallant party looked wistfully at the enemy; but so very superior was their force, that he suffered them to proceed, saying jocosely to Mr. Mugridge, "*I'll play children's play, and let them alone if they will us.*" The commodore of the hostile squadron shewed our little band a deal of respect, standing away from them without making any attempt to annoy them. Mr. Mugridge led the boat squadron through an intricate navigation between the islands Wangeroog, Spyker-oog, and Langeroog, till they arrived in view of the enemy's gun-boats, four in number, full of men, moored in a line in sight of their countrymen ashore. Each boat contained twenty seamen, five French soldiers, and was armed with a long twelve-pounder, and two smaller cannon, eight, or six-pounders. They shewed a good countenance; their cannon, loaded with grape and cannister shot, were pointed at the boats, and the men stood ready to receive the invaders, if their battery should fail to destroy them; that would inevitably have been the case, if our sailors had been in the gun-boats, and the enemy the assailants.

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* The Quebec frigate, the Raven, S. W. the Exertion and Redbreast gun-brigs, the Princess Augusta, and Alert hired armed cutters.

When the boats arrived in sight of the enemy, Lieutenant Blyth ordered them to lay on their oars, whilst he consulted with his brother officers on the best plan of attack: during which awful pause, his shipmate, Lieutenant Humphrey Moore, of the royal marines, drily observed to Mr. Blyth—"*It is a hot day, and we shall have warm work of it.*"—"*Yes,*" replied Mr. Blyth, "*they seem to be waiting for us; and, as the Scoch witch said who was going to be burnt,*[*] *there 'll be no fun till we get there.*"

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[*] They were both nearly burnt to death a few minutes afterwards.

Many other humorous observations were indulged in by other parties, who seemed eager to be in action, and totally insensible to the reflection, how many of them might, in a few minutes time, be numbered with the dead!

The weather was sultry warm—the day uncommonly fine—and rapidly the lusty arms of the oarsmen brought the boats within reach of the fire from the gun-boats, and the water was so still, that if they had been skilled in the art of gunnery, not a boat could have reached them: as it was, considerable damage was occasioned by two vollies of grape and canister shot. Lieutenant Blyth reserved his fire till he came within pistol-shot of the enemy; when, almost instantaneously, he was alongside of the commodore's boat, and upon his deck. Mr. Blyth killed one man, and wounded two others desperately: Mr. Mugridge, as he boarded, was opposed by two soldiers, one of whom he shot dead; but the other wounded him in the throat with his bayonet, and had he not fallen into the sea he must have been killed. In a few minutes they mastered the crew of the headmost gun-boat, received the sword of the commander, and drove the hands below. Mr. Blyth instantly turned the long twelve-pounder upon the other three boats, which were so placed, they could not fire on him, without killing their own people. There was a quantity of cartridges laying on deck, covered by a sail, from which the victors loaded the heavy cannon, but they could find no lighted match. The gunner of the Quebec had primed the cannon from a French powder-horn, which, differing from ours, fastens with a peg, whereby a quantity of loose powder was scattered on the deck. The gunner discharged the piece with his pistol, when the fire communicating with the powder on deck, and thence to the cartridges, caused a terrible explosion, whereby nineteen persons were killed or wounded. Mr. Blyth was just stepping aft when the explosion took place, and he was blown into the sea: by this calamity, the gallant Lieutenant Moore was blown up and dreadfully scorched; Mr. Slout, first of the Raven, was dreadfully wounded in the attack, by the great gun of the second boat, having two grape shot through his thigh, and one through his leg. Mr. Blyth was wounded in the shoulder by a French soldier, and was burnt in his face, hand, and foot; what was very singular, his pantaloons were burnt off on one side, and so was his round jacket, yet the lining escaped unsinged! Mr. Millet, midshipman, belonging to the Raven, was hit by a musket ball below the naval, which went *through his body*: to the surprise of every one, he survived. This disaster, however fatal to those on the deck of the commodore's gun-boat, did not at all restrain the attacks on the other boats; and in about ten minutes the whole squadron struck. The number of prisoners exceeded the amount of their own force. Want of skill was much more apparent than any defect of courage in the officers and crews, who seemed confounded more than frightened by the appearance of our seamen on their decks. They neither struck their flag, nor asked for quarters, and had our sailors been less humane, they would have been nearly all killed or cut down; but with a humanity that reflects the highest honour on their memory, they knocked them down with their fists, and put them below, evidently to save their lives. As a proof of the severity of the fire encountered by the boats of this little squadron, we need but to state, that fourteen grape-shot, and twenty-two musket-balls, passed through the barge of the Quebec. The assailants lost in the attack four killed, and nine wounded; the enemy two killed and twelve wounded. Of the gallant fellows blown up, three died the next day, dreadfully scorched. This brilliant achievement* being completed, they returned with the vessels and prisoners to Heligoland, their exultation greatly damped by the sad accident that destroyed or mutilated so many in the moment of victory. Great attention was shewn to the wounded by the inhabitants and sojourners at Heligoland, and the gallant conduct of Mr. Blyth and all concerned, was the theme of general praise. Mr. Slout, first lieutenant of the Raven, was carried to the hospital, but the shots through his thigh were so high up, there was no chance of saving his life, but by taking his leg off at the hip joint; and sooner than submit to this dreadful and precarious operation, he resolved to leave nature to take her course, and the gallant young officer soon died from the effects of mortification. One of the sailors had his arm wounded so near the shoulder joint, that there was no chance of saving his life, but by taking his arm out at the shoulder joint, to which operation he submitted, but died in three days time after it had been performed. Mr. Mugridge's * wound in the throat was less dangerous, and he soon recovered.

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* For the gazette account of this affair, see N. C. Vol. XXVI. p. 257.

Upon the arrival of Mr. Blyth at Heligoland, he wrote a letter to his anxious wife, of which we obtained the following extract: most probably, from the regard he felt for Mr. Mugridge, and the exemplary gallantry that brave seaman displayed, Mr. Blyth did not forget to state his being wounded, although it was omitted in the following extract: *viz.*

" *Extract of a Letter from Lieutenant Blyth, dated Heligoland,* 15th *August,* 1811, *to his Wife.*

" I told you in one of my last letters, that I was going on an expedition. On the 1st of this month I left the Quebec, with 10 boats under my command, and went over on the Dutch coast. On the second day I took a small French privateer boat, with 13 Frenchmen, one of the enemy was killed: on the 3d I attacked 4 large gun-boats, with 3 large guns in each, besides small arms, and manned with 25 men in each vessel; and after a quarter of an hour's sharp work, thank God, I had the good fortune to see the whole 4 in our possession, and the sword of each commander delivered to me; but I am sorry to say our loss was great, and principally owing to an accident which took place after our success. Our loss in the attack was 4killed and 9 wounded; that of the enemy, 2 killed and 12 wounded: the gun-boat I took was blown up, and nineteen men most dreadfully burnt; three died yesterday from this accident! I was blown out of the vessel into the sea, but was not much hurt: my face, and right hand and foot only hurt, excepting a blow aimed by a French soldier at my head, which hit my shoulder, but I am now, thank God, hearty and well. Mr. Moore, our marine officer, was blown up, and is very bad indeed; I am afraid he will not live; Mr. Slout, first lieutenant of the Raven, is badly wounded in three places in the thigh, with grape shot; a Mr. Millet, midshipman of the Raven, was shot through the body; both are doing well. So you see, after all, the loss in the attack was not so great, as considering the force we had to cope with, and the danger of the enterprise might have been expected. My share of prize-money I intend to give to the wounded. I have been presented by Captain Hawtayne with the French commodore's sword. Every one at Heligoland is very attentive to me since this took place."

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* The brave and meritorious conduct of this, and other officers and men belonging to the hired armed vessels, marks as unjust the restriction which precludes them from pensions according to their rank and services, in the same manner as though they had belonged to the navy. Either we should cease to hire any armed vessels, or provide for those belonging to them who are disabled in gallant services rendered to their country. We have attached the copy of Mr. Blythe's certificate in favour of Mr. Mugridge, as a proof of his individual gallantry, and the justice of such services being more liberally remunerated.—EDITOR.

" This is to certify the principal officers and commissioners of his Majesty's navy, that Mr. James Mugridge, then mate of the Princess Augusta, hired armed cutter, volunteered his services in the most handsome manner, as pilot to a division of boats attached under my orders, on a particular service; and that on the 3d of August, 1811, he distinguished himself by his gallant conduct, at the capture of four French gun-boats, from under the island of Nordney, where he was severely wounded. For which vessels, and one captured on the 1st of August, 1811, he is entitled to his respective share of prize-money.

" Given under my hand, this 13th of April, 1812.

" SAMUEL BLYTH, Commander."

General Memorandum.

His Majesty's Ship Quebec, in Heligoland,
the 6th of August, 1811.

The distinguished gallantry displayed by the officers and men of this part of the squadron of Admiral Young, in the gallant and successful attack which they made upon a division of the enemy's gun-boats, anchored in a strong position within the island of Nordeney, and close in view of their own countrymen, must reflect the highest honour upon them; and Captain Hawtayne requests that they will accept his most humble (though inadequate) acknowledgments of the high sense he entertains of their ardour for the honour of their country, and his assurance, that he will represent it to the commander-in-chief in such a manner, as to give him the hope that it will meet with his high approbation, and thus obtain the same from the lords commissioners of the Admiralty.

Captain Hawtayne begs to present to Lieutenant Blyth the sword of the French commodore, and to Lieutenants Slout, of the Raven, Wolridge, of the Quebec, and O'Neale, of the Alert, being the four senior officers, each a sword of a French commander, which they so gloriously won. And the admiration of the whole squadron will be the immediate reward of Lieutenant Humphrey Moore, royal marines, Quebec; Sub-lieutenant Hare, Exertion; acting-master, Downey, Redbreast; carpenter, Pickitt, Raven; master's-mates, Cock and M'Donald, Quebec; midshipman, Millett, Raven; Mr. Mugridge, mate of the Princess Augusta, and Mr. Johnson, mate of the Alert, hired cutters; and the whole of the seamen and marines under them.

Captain Hawtayne concludes this address, by requesting that the share of prize-money which may become his right by the capture of the four enemy's gun-boats, will be accepted by those who have most suffered upon this honourable (and in respect to the *after accident*, by explosion) afflicting occasion.

Soon after this honourable achievement, Mr. Blyth returned home to the bosom of a little circle of friends, who admired his valour, and rejoiced in his good fortune. He, of course, renewed his efforts to obtain that rank for which his heart panted, and his sword had so fairly and repeatedly won: he had been six times wounded, and once blown up with gunpowder, but he never sought for any pension: all he asked was promotion!

To what other friends he addressed himself we know not, but he again directed his attention to the Portuguese minister, the Chevalier de Souza Coutralvo; who, with a fidelity to his promise that bespeaks the gentleman, wrote to the Honourable Mr. Yorke, enclosing Mr. Blyth's letter, from whom the Chevalier received the following note in reply; *viz.*

"*Admiralty*, 30*th August*, 1811.

"Mr. Yorke presents his compliments to his Excellency the Chevalier De Souza Coutralvo, and in acknowledging the honour of his communication of the 28th inst. respecting Lieutenant Blyth (whose letter is now returned), Mr. Yorke has much pleasure in acquainting his Excellency, that the name of this gallant officer is already noted for favourable consideration by the Board of Admiralty."

On the same day that the Chevalier received the above note, he wrote to Mr. Blyth as follows:—

"SIR, "*August* 28*th*, 1811.

"I only waited till I saw in the Court Gazette the report of your gallant action of the 3d inst. to transmit your letter, with a fresh solicitation of mine to Mr. Yorke.

"After reiterating my just applause for the repeated proofs you have given of your military capacity, I have only to express the ardent wish of your speedy promotion.

"Your most obedient humble servant,

(Signed) *The Chevalier de Souza Coutralvo.*"

"*Lieutenant S. Blyth.*"

These applications, and his own distinguished merits, succeeded; and on the 5th of September following, within eight days of the date of Mr. Yorke's note, Lieutenant Blyth was promoted to the rank of commander. This long desired acquisition seems to have operated most favourably upon his health and spirits: but to an ardent mind, such as Captain Blyth unquestionably possessed, nothing was done whilst aught remained undone: and having obtained a commander's rank, he next pushed his pretensions for employ; and was nearly a year before he succeeded. During this interval, he addressed a plain and nervous memorial to the Lords of the Admiralty, in which he recapitulated his services, sufferings, and disappointments. Speaking of his unsuccessful voyage to the West Indies, he observed, he had lost thirteen months time, and incurred a heavy expense, "*without attaining that promotion which was held to him by the order to go to the West Indies.*"

On the 15th of August following, Lord Melville sent him the following note in his own hand-writing :—

> "*Admiralty, 15th August*, 1812.
>
> "Lord Melville presents his compliments to Captain Samuel Blyth, and has great pleasure in acquainting him that he is appointed to the Boxer."

Upon application to the Admiralty, he learnt that his destination was America! Here, ostensibly, was a fine opening for a gallant young man to gain the next step in his profession, or a place in the Abbey, that is, if the vessel to which he was appointed had been fit for the station, or the service expected from her. But she was neither the one nor the other: unfortunately for Mr. Blyth, a regulation had been recently introduced, of appointing junior post captains to sloops of war; a class of ships formerly given to commanders; and that detestable class of *small craft*, the gun-brigs, were taken from lieutenants and given to commanders!—We do not believe the Boxer was well calculated for any service better than that of taking in coals for the coasting trade! To send such a vessel on a station where a small privateer, manned by Americans, was a match for her, reflects but little honour on the discernment of those in whom *such* appointments originated. It was a command indeed—but one too likely to compromise the professional honours he had gained. She was neither strong enough to fight an American sloop, nor fleet enough to escape by flight.

Our able correspondent at Halifax, treating on the subject of this vessel, who has adopted the ominous signature of "*Boxer*," energetically and correctly describes the useless class to which she belonged in the following terms :—

> "Of all the vessels in his Majesty's navy, never was there so despicable a class as the 10, 12, and 14 gun gun-brigs! They in general sail like colliers; and in actual force, are an under-match for most of the privateers that fit out from America. They are ever likely to become the grave, not only of the lives, but the reputation, of valuable officers and men; and I hope to see them, ere long, for ever erased from the list of *British King's ships.*"

Such was the vessel to which our gallant Blyth was appointed. If he had declined the offer, could he expect to obtain another? Might not some envious competitor have impugned his motives?

With a heavy heart Captain Blyth took possession of this poor tool, and sailed for America on the 12th March, 1813; touching at Cork, where the portrait was taken that is prefixed to this memoir.

When Captain Lawrence, of the Chesapeake, was buried with military honours at Halifax (in June, 1813), he attended the public funeral of that brave American, acting as one of his pall-bearers. Although the event was probable from many causes—but chiefly from the incompetent size of his vessel—our brave young officer, perhaps, at this awful moment, thought more of emulating the noble example set by Captain Broke, than of the chance of his being the next victim of war! He could not foresee, nor is it likely his heart foreboded, how very soon his turn would come to fall in battle, as the brave Lawrence had fallen before him; and, like him, be borne to a foreign grave, his courage admired, and his fate mourned, by generous conquerors!

Amidst the horrors of a war disgraced by acts of violence that civilised nations should never sanction, it is consoling to the feelings of those who have persons nearly and dearly connected with them, fighting on distant shores, that the inanimate remains of those who fall in battle are not dishonoured, nor denied the sacred rites of sepulchre! Who that reads the brutal ferocity that stained the conduct of the most perfect of Homer's heroes towards the dead, feels not their blood recoil with horror at the recital of their brutality? Who but execrates the unfeeling cruelty of Achilles, in piercing the ancles of the gallant Hector—passing a leathern thong between the tendons and the bone, and dragging his corse three successive times, in sight of an afflicted sire, round the walls of Troy! Let us then beware—lest the adoption of one cruel mode of warfare after another, should at last lead us back to the practice of such abhorrent and cowardly acts! *

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* There were writers in this country, whose narrow and malignant souls, inspired with the thirst of blood usually attributed to the Vampyre, were for tearing open the grave that contained the corse of Captain Lawrence, and scat-

But to return to our Hero, whose fate now rapidly draws to its premature and melancholy close. That generosity of soul which rendered him so beloved at Cayenne, led him on the shores of America to perform an act of exalted duty, that sheds an imperishable lustre over the last days of his existence; and shall embalm his memory in the hearts of the fair and lovely part of creation, as well as the warlike and the brave.

As the Boxer was cruising near Westquaddy, her barge captured a boat, in which, besides the crew, were the wife of Colonel Ulmer, commanding the American troops on the north eastern frontier, and several ladies accompanying her. The first impulse of our noble-hearted seaman led him to use the gentlest words that the most bland and polished manners could dictate, to assuage their fears; he instantly restored to Colonel Ulmer his wife, his female friends, and his barge: in consequence of which gallant demeanour, the Colonel sent him the following card, which was published in the American journals, and probably in the Halifax paper, *viz.*

"A CARD.

"Colonel Ulmer, commanding the American troops on the north eastern frontier, improves with gratitude the earliest opportunity of acknowledging the politeness shewn to his Lady, and the Ladies accompanying her, by Captain Blyth, commanding his Britannic Majesty's ship Boxer, when taken by his barge near Westquaddy, and for the gentlemanly manner in which he released Colonel Ulmer's barge.

"*Eastport, 2d July,* 1813."

The next tidings we have of this gallant officer, unfortunately, was derived from the enemy, by whom he was slain! * The account published in the PORTLAND ARGUS, headed, "*Particulars of the late brilliant victory,*" states, that at 5 P.M. on the 6th September, 1813, the U. S. brig Enterprise (Lieutenant Burroughs, late commander), with H. B. M.'s brig Boxer (late Cap-

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tering his limbs to be devoured by the fowls of the air, *on the bare suspicion* that he drew his first breath in Great Britain! How happy it is for mankind, that where nature permits such horrible propensities to exist in any minds, its power is generally feeble! the earth would otherwise soon be depopulated, and the race of man vanish from its surface!—EDITOR.

* From some principle not easy to comprehend, and still more difficult to justify, the government have ceased publishing any details of our unsuccessful actions with the American sloops of war. We are, therefore, driven to the accounts published by the Americans.—EDITOR.

tain Blyth), her prize, of *equal force*, anchored in that harbour: that the Boxer had been captured the day before, after an action of 45 minutes. The exaggerated account, given by the officers of the Enterprise, states :—

"At 5 P.M. light winds from the N.N.W. Penmaquid bearing N. 8 miles distance; saw a brig at an anchor in-shore; made sail with a wind, the larboard tacks on board. At ½ past 7, the brig weighed, and fired three shot at a fishing boat, for the purpose of ascertaining what we were (as we have since learnt.) At ½ past 8, the brig fired a shot as a challenge; she hoisted three English ensigns, and immediately bore up for us: at 9, we tacked; kept away S. and prepared for action: at ½ past 9, it fell calm, the enemy bearing N.N.W. distant four miles: at ½ past 11, a breeze sprung up from the S.W. which gave us the weather-gage; we manœuvered to the windward until 2 P.M. to try our sailing with the enemy, and ascertain his force. At past 2, hoisted three ensigns, and fired a shot at the enemy. At 3 P.M. tacked and bore up for the enemy, taking him to be one of H. M. brigs of the largest size. At a quarter past 3, the enemy being within half-pistol shot, gave three cheers, and commenced the action, by firing her starboard broadside. We then returned them three cheers, with our larboard broadside, when the action became general. At 20 minutes past 3 P.M. our brave commander fell, and while lying on deck, refusing to be carried below, raised his head, and requested, *that the flag might never be struck.* At ½ past 3, we ranged ahead of the enemy, fired our stern chaser, rounded to on the starboard tack, and raked him with our starboard broadside. At 35 minutes past 3. the enemy's main-top-mast and top-sail-yard came down. We then set the fore-sail, and took a position on his starboard bow, and continued to rake him, until 45 minutes past 3, when he ceased firing, and cried for quarters; saying, that as their colours were nailed, they could not haul them down.

"We then took possession of the prize, which proved to be H. B. M.'s brig Boxer.

"61 prisoners were taken, including 17 wounded. The number of the enemy killed cannot be exactly ascertained, as many were hove overboard before we took possession; Captain Blyth being one of the slain, who fell in the early part of the action.

"When the sword of the vanquished enemy was presented to the dying commander, he clasped his hands and said, "*I am satisfied, I die contented!*" And he then consented, nor till then would he consent to be carried below.

"Some of the Boxer's crew inform, that when she last left her port she had 115 picked men,* for the purpose of taking the Enterprise, and that 6 were put on board of a prize, and 5, including the doctor, were on shore at the island of Manhiggen, leaving on board when the action commenced,

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* A gross falsehood—she had not 60 men on board when she went into action, and the two midshipmen and the doctor were ashore.—EDITOR.

104, which account is corroborated by the muster-book found on board of the Boxer. The Enterprise had 2 men killed, and 12 wounded, among the latter of whom was the captain, who expired at 12 o'clock on the night following the action: and midshipman Kervin Waters also mortally; yet languishing.

" The damage done to the two vessels in the action, forms a most surprising contrast; for whereas the Boxer is literally cut to pieces, in sails, rigging, spars, hull, &c. the Enterprise is in a situation to commence another action of the same kind immediately, if we may except some injury done to some of her spars and rigging, which may require them to be replaced. While we deeply lament the loss of our gallant Burrows, we are proud to record the cool and determined courage and good conduct of Lieutenant M'Call, his successor to the command, as also that of all the rest of the brave officers and crew of the Enterprise, who, in this brilliant affair, have placed at a greater distance all doubt of the decided superiority of our naval heroes; nor is their heroism less conspicuous in their humanity to the vanquished enemy, than in their bravery while in combat."

The following is an account of the public funeral of Captain Samuel Blyth, of H. M. brig Boxer, taken from the Portland Argus, September, 1813:—

The remains of the intrepid and gallant William Burrows, late commander of the United States brig Enterprise, and of his brave competitor, Samuel Blyth, late commander of the British brig Boxer, will be entombed in this town to day, with military and civic honours.

The procession will be formed at the court-house precisely at 9 A.M. under the direction of Robert Ilsley, and Levy Cutter, Esquires, assisted by twelve marshals, and will proceed under the escort of the Portland Rifle company, and Captains Shaw's and Smith's companies of infantry, commanded by Captain Abel W. Atherton, to the lower end of Union wharf, where the corpses will be landed from each vessel, from barges of ten oars each, rowed at minute strokes by ship masters and mates, accompanied by most of the barges and boats in the harbour.

During the approach of the barges from the vessels to the shore, and the moving of the procession, minute guns will be fired alternately by each vessel. From Union wharf the procession will proceed up Fore and Pleasant streets, to High-street, thence down Main and Middle-streets, to the Rev. Mr. Payson's Meeting-house, where the rights of sepulchre will be performed, with appropriate and solemn music—thence to the place of interment.

Captains Bird and Varnum will parade their artillery companies on the hill nigh the gun-house, and will fire minute guns after the procession leaves the Meeting-house, until it arrives on the burial ground. By an order from Colonel Learned, minute guns will be repeated from Forts Preble and Scammel—after the whole ceremonies, the procession will return to the Court-house.

Order of Procession.

Military Escort.
Select Men of Portland.
Town Treasurer and Sheriff of the County.
Town Clerk,
And other Municipal Officers.
The Rev. Clergy.

[BURROWS.]

Mr. Le Sassier.		Mr. Shields.
Mr. O'Neal.	The Body.	Mr. Turner.
Mr. Tillinghast.		Mr. M'Call.

Chief Mourners,
Dr. Washington—Captain Hull.
Officers of the Enterprise.
The Crew of the U. S. brig Enterprise.

[BLYTH.]

Lemuel Weeks, jr.		Wm. Merrill.
Seth Barnes.	The Body.	James Combs.
Joshua Knight.		John Alden.

Officers of the brig Boxer, as mourners,
And Officers on parole.
Crew of the brig Boxer.
Officers of the United States Navy.

Ship Masters and Mates.
Marshal of Maine.
Navy Agent—and
The late Consul General to the Barbary Powers.
Collector of the Port, and Surveyor.

Superintendant General of Military Supplies.
Officers of the Army of the United States.
Military Officers of the State, in Uniform.
Judges, and other Civil Officers of the United States.
Members of Congress.
Judiciary of the Commonwealth.
Members of the State Legislature.
Civil officers of the State.
Portland Marine Society.
President, Directors, and Officers of the Banks, and Insurance Offices.
Citizens in General.

The citizens of this town and vicinity are respectfully invited to give their attendance.

Military gentlemen are requested to appear in full uniform.—A suspension of business during the funeral ceremonials is expected. And the shipping in the harbour will wear their colours at half-mast.

By request of Samuel Storer, Esq. U. S. Navy Agent. Thomas G. Thornton, Esq. Marshal of the district of Maine, and the Selectment of Portland,

Portland, Sept. 7th, 1813.
Per Order,
Daniel Tucker,
Chairman.

Such were the funeral honours paid by the Americans to our gallant countryman; honours which reflect equal credit on the character of those who gave, and those on whom they were bestowed.

The extract we selected from the Portland Argus, contains many mis-statements, and much exaggeration; but if some particulars are overcharged with compliments to the victor, others are highly honourable to the memory of Captain Blyth; namely, the alertness with which he weighed and stood out to meet his enemy—the three cheers given by his crew as the prelude to combat—and the *nailing of his colours to the mast!* The following is the OFFICIAL account given in America of this engagement, which contains the same gross error as to the number of the slain that appeared in the Portland Argus:—

Copy of a Letter from Captain Hull to the Secretary of the Navy.

SIR, *Portland, Sept.* 7, 1813.

I had the honour, last evening, to forward you by express, through the hands of Commodore Bainbridge, a letter I received from Samuel Storer, Esq. navy agent at this place, detailing an account of the capture of the British brig Boxer by the United States brig Enterprise.

I now have to inform you, that I left Portsmouth this morning, and have this moment arrived, and, as the mail is closing, I have only time to enclose you the report of Lieutenant M'Call, of the Enterprise, and to assure you, that a statement of the situation of the two vessels as to the damage they have received, &c. shall be forwarded as soon as surveys can be made. The Boxer has received much damage in her hull, masts, and sails; indeed, it was with difficulty she could be kept afloat to get her in. The Enterprise is only injured in her masts and sails.

I have the honour to be, &c.

The Hon. Wm. Jones, Secretary of the Navy.

Isaac Hull.

SIR, *U. S. Brig Enterprise, Portland, September* 7, 1813.

In consequence of the unfortunate death of Lieutenant-commandant William Burrows, late commander of this vessel, it devolves on me to acquaint you with the result of our cruise. After sailing from Portsmouth on the 1st instant, we steered to the eastward; and on the morning of the 3d, off Wood Island, discovered a schooner, which we chased into this harbour, where we anchored. On the morning of the 4th, weighed anchor and swept out, and continued to the eastward. Having received information of several privateers being off Monhagan, we stood for that place; and on the following morning, in the bay near Penguin Point, discovered a brig getting under way, which appeared to be a vessel of war, and to which we immediately gave chase.—She fired several guns and stood for us, having four ensigns hoisted. After reconnoitring and discovering her force, and the nation to which she belonged, we hauled upon a wind to stand out of the bay, and at three o'clock shortened sail, tacked and run down, with an intention to bring her to close action. At 20 minutes after three P.M. when within half-pistol shot, the firing commenced from both, and after being warmly kept up, and with some manœuvring, the enemy hailed, and said they had surrendered, about four P.M. their colours being nailed to the mast could not be hauled down. She proved to be his Britannic Majesty's ship Boxer, of 14 guns, Samuel Blyth, Esq. commander, who fell in the early part of the engagement, having received a cannon-shot through the body. And I am sorry to add, that Lieutenant Burrows, who had gallantly led us to action, fell about the same time, by a musket-ball, which terminated his existence in eight hours.

The Enterprise suffered much in spars and rigging, and the Boxer both in spars, rigging, and hull, having many shots between wind and water.

It would be doing injustice to the merit of Mr. Tillinghast, second lieutenant, were I not to mention the able assistance I received from him during the remainder of the engagement, by his strict attention to his own division, and other departments. And the officers and crews generally, I am happy to add, their cool and determined conduct have my warmest approbation and applause.

As no muster-roll that can be fully relied on has come into my possession, I cannot exactly state the number killed on board the Boxer; but from information received from the officers of that vessel, it appears there were between 20 and 25 killed, and 14 wounded.

Enclosed is a list of the killed and wounded on board the Enterprise.

I have the honour to be, &c.

Edward R. M'Call,
Senior Officer.

Isaac Hull, Commanding
Naval Officer on the
Eastern Station.

List of Killed and Wounded on board the United States Brig Enterprise, in the Engagement with the British Brig Boxer, the 5th Sept. 1813.

Killed.—Nathaniel Garren, ordinary seaman.

Wounded.—William Burrows, Esq. commander, since dead; Kervin Waters, midshipman, mortally; Elisha Blossom, carpenter's mate, since dead; David Horton, quarter-master; R. Coats, quarter-master; Benjamin Gammon, boatswain's mate; S. Bradley, seaman; James Snow, ditto; Snow Jones, ditto; Peter Barnard, ordinary seaman; William Thomas, 2d seaman; John Fitzmere, marine.

The impressive spectacle of the conqueror and the conquered borne to adjoining graves at the same time, and interred with such solemn pomp, was followed by civic feastings and rejoicings, of which the following account was given in the Portland Gazette:—

NAVAL DINNER.

New York, September 24.

On Wednesday last, a large and respectable number of citizens of this town gave a dinner to Lieutenant M'Call, and the surviving officers of the United States brig Enterprise, in testimony of the high esteem they entertain for their distinguished services in the late gallant capture of his Britannic Majesty's brig Boxer. The company were honoured with the presence of several strangers of distinction. Captain Robert Ilsley officiated as president, assisted by Captain Seward Porter, Captain A. W. Atherton, and Mr. Henry Smith, as Vice-presidents. The dinner was served up in an elegant manner at Colonel Burnham's Hall. Harmony and good fellowship was the order of the day, and party feelings and prejudices were absorbed in the general zeal to honour those who are the brightest ornaments of our country. After the cloth was removed, the following toasts and sentiments were pronounced by John Mussey, jun. Esq. toast master of the day, in a distinct, emphatic, and audible voice. Excellent and appropriate music was performed by the Portland band at proper intervals: at the conclusion of the 12th toast, an ode, composed for the occasion by Mr. Nathaniel Deering, was sung by him in a style of excellence suited to this fine specimen of "splendid thought and tasteful fancy." The effect was electrical, and the company with one voice and amidst reiterated applause demanded its repetition, which was politely complied with.

TOASTS.

The Navy—our ark of safety; may the dove of peace escape from its window and find repose.

Free Trade, and Sailor's Rights—May it be the pride of our navy to battle in their defence.

Washington—May a grateful people perpetuate his name, and their own independence.

The United States—May their fertile soil yield olive for peace, laurel for victory, and hemp for treason.

The Gallant Burrows—The sun of glory shines but on the tomb.

The American Enterprise—May it instruct British and French Boxers that the ocean is the great common of all nations.

The Voice of the American People—It demands a navy; an increased navy; it must be obeyed.

The Memory of Lawrence—His skill and valour won a sloop of war—his bravery lost his life, and accident alone his ship.

The Inhabitants of Halifax—They honoured our Lawrence—in deeds of magnanimity we will imitate, if we cannot excel.

The Officers and Crew of the Enterprise—they are strong and skilful in their strength, fierce to their skill, and to their fierceness valiant.

The conquerors and conquered of the Boxer—enemies by law, but in gallantry and worth we pronounce them Brothers.

The Naval Officers of the United States—distinguished by skill, bravery, and humanity.

The American Sailor—in battle, terrible; in victory, modest and humane.

The Heroes who *box'd* the Boxer—May they *box* their enemies all round the compass.

The Science of Pugilism—England claims it as her own; but we have *Enterprise* sufficient to beat her *best Boxers*.

Those brave competitors on the field of naval glory—Burrows and Blythe—Having laid their ships together like heroes, they now lay their bones together like brothers.

Having thus copiously inserted the American account of their triumph over the Boxer gun-brig, before we proceed to offer any comments on this combat, we shall lay before our readers a copy of the letter written by Lieutenant David M'Creery, of the Boxer, to the agents of Captain Blyth, announcing the fatal catastrophe:

" SIR, " *United States, Portland, 12th Sept.* 1813.

" To your delicacy and humanity I have to delegate the painful and melancholy task of communicating to his widow and family the death of that brave and lamented officer, Captain Blyth: he nobly fell in battle with the United States brig Enterprise, on the 5th inst. off this coast, being killed the first broadside from the enemy.

In a loss like this what consolation can be offered? Yet, it is hoped that the recollection of his glorious end, may in some measure tend to sooth and mitigate the feelings of his friends.

"Mr. Gould, the purser, has taken charge of his clothes, books, &c. They will be conveyed hence to St. John's, from which place that gentleman will write you fully on the subject.

"The remains of Captain Blyth were interred in this town on the 7th inst. with the greatest public honours. The surviving officers of the Boxer have caused a tomb-stone (with a suitable inscription) to be placed over his grave, as a feeble tribute of their admiration and regard.

"I am, Sir, your most obedient humble servant,

Maurice Evans, Esq.
Navy Agent, London.

David M'Creery,
Lieutenant."

Copy of the Inscription.

In Memory
of
CAPTAIN SAMUEL BLYTH,
Late Commander of his Britannic Majesty's Brig Boxer:
WHO NOBLY FELL,
On the 5th day of September, 1813,
IN ACTION
With the United States Brig Enterprise.
In life, honourable,
In death, glorious!
His Country will long deplore one of her bravest Sons—
His friends long lament one of the best of Men.
Aged 29 years.
The surviving Officers of his Crew
Offer this feeble tribute
OF THEIR ADMIRATION AND REGARD.

We have good authority for stating, that just previous to the commencement of the action, Captain Blyth coolly and deliberately ordered his flag to be nailed to the mast. He then addressed his ship's company in a short and pithy speech, pointing to his flag—telling them IT SHOULD NEVER BE STRUCK WHILST HE HAD LIFE, and that he trusted they would resolve to take the enemy or go with him to the bottom! He was answered by three hearty cheers: his conduct corresponded with his words: nothing could be more temperate and sedate: but, in the very first broadside, an eighteen-pounder passed through his body, and shattered his left arm! A marine and a seaman were also killed, and fourteen wounded; most of which mischief was occasioned by the shot that killed the gallant captain.

Two of the midshipmen and the surgeon were not on board, and some of the hands were absent in prizes: and as her crew consisted but of sixty men when she sailed for America, it is not probable his force was increased whilst on that station: what then becomes of the bold assertion, that the Boxer was a vessel of equal force with the Enterprise?

The Portland Gazette announced the battle between the Boxer and the Enterprise, as "*a brilliant victory over an equal force*," an assertion that disgraces the veracity of those by whom it was made. We shall here avail ourselves of the comments communicated to us by our Halifax correspondent, "*Boxer.*"* By his statement as to the comparative force of the two vessels, it is apparent that no other result could reasonably have been expected, and that it had been disgraceful in the extreme to the character of Lieutenant Burrows, if he had not sunk or captured the Boxer.

> "The next action that took place was between the Boxer and the Enterprise. Our brig had two officers, and some men absent. The captain of the Enterprise, aware of this circumstance, put to sea, with the avowed purpose of attacking her; she was therefore fully prepared for battle. *No British official account* has yet appeared of this action. After many gross mis-statements in the American papers, the following estimate of the relative force was deemed tolerably correct:—

BOXER.

Rating 14 guns, mounting the same.	
Broadside: 6 18 lb. carronades	108 lb.
1 6 lb. long gun	6
	114 lb.
Men and Boys	64
Measurement	180 tons.

ENTERPRISE.

Rating 14, mounting 16 guns.	
Broadside: 7 18 lb. carronades	126 lbs.
1 9 lb. long gun	9
	135 lb.
Men, picked as usual	130
Measurement: English	220 tons.

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* Omitted for want of room.

Superiority on the American side.

In weight of metal, as	6 to 5
Number of men	2 to 1
Size of vessel	11 to 9

" The death of Captain Blyth in the very outset of the engagement, the loss of the main-top-mast almost immediately afterwards, and the want of officers fully competent to second the wishes of their fallen chief, were untoward circumstances, even had the number opposed to them been less than double that of the Boxer's crew: yet did the gallant little band make good use of their guns; for, of the enemy they killed and wounded 14; losing of themselves, notwithstanding the vast disproportion of force, only 21. It will not, surely, be too much to say, that 40 more men, and a skilful officer (to replace Captain Blyth) would have changed the result of the day."

The coincidence of dates respecting Mr. Blythe's attainment of the rank of commander, and his death, was rather remarkable: his commission was signed on the 5th of September, 1811, and on the 5th September, 1813, he was killed!

His character has been so fully displayed in the course of this memoir, that it would be superfluous to add thereto, further than to state, that he was an able seaman, and a smart officer, who knew how to maintain discipline without having recourse to frequent or excessive punishments; which, more than any other cause, or all other causes combined, have tended to render the naval service of their country odious to our seamen.

Captain Blyth was married to Miss Delia Lea, at St. George's, Hanover-square, on the 2d June, 1806. They had no family.

In addition to the usual pension to the widow of a commander, which is derived from deductions made from their pay, and not from the bounty of their country, Mrs. Blyth has had a pension of 60*l.* per annum conferred upon her; both of which this young widow would be deprived, should she take a second husband. What a narrow and illiberal regulation! And if she has, or should have, any property besides, she will not be entitled to her pension as a commander's widow: whilst the widow of a major in the army—the same rank as that borne by her gallant husband—may retain her pension, let her property be more or less. It is surely time that this distinction should cease: and the regulation be withdrawn, which requires every widow to make affidavit that she "*is not a married woman.*" The reasons are so very obvious, that require the abolition of a cruel and impolitic restriction, that they require no elucidation. The widow of Captain Blyth does not appear to be beyond twenty-five years of age: she has no children. However sincere her love for her brave and generous husband, time will infallibly reduce the poignancy of her feelings; and if she should meet with an offer of marriage from a man she could esteem well enough to marry, ought she to be restrained by the fear of losing a pension bestowed for the loss of a husband who fell in the flower of his days, gallantly fighting for his king and country. The direct tendency of this restriction interferes with the finest feelings of the heart, opposes their honourable course, and too often operates as an indirect encouragement to vice. Mrs. Blyth must pardon us this liberty. If ever this regulation should be abolished, some hard case must be made out, and a stronger than hers may not occur. The *state* of the navy *must* soon obtrude itself most forcibly on the public mind for a general revision and amelioration; when it is devoutly to be hoped that this, as well as every other useless and absurd regulation, will vanish, and be seen nor felt again.

The earliest professional patrons of Captain Blyth were, Sir Thomas Paisly, Sir Robert Calder, Sir Sidney Smith, Sir James Lucas Yeo, Rear-admiral Brown, and Admiral George Hope.

Amongst his friends or associates were, Lord Cranstoun, and Captains Digby, Skene, and Mulcaster.

At a Court Martial assembled and held on board H. M. S. Surprise, at Bermuda, on the 6th, and, by adjournment, on the 7th and 8th days of January, 1814,

PRESENT,

The Hon. HENRY HOTHAM, Captain of the Fleet, and Second Officer in the command of his Majesty's Ships and Vessels at Bermuda, President.

CAPTAINS,

ROBERT DUDLEY OLIVER,
ROBERT LLOYD,
SIR THOMAS JOHN COCHRANE, Knt.
ANDERO FITZHERBERT EVANS,
RICHARD BYRON.

Being all the captains present, except Hugh Pigot, Esq. captain of H. M. S. Orpheus, who, from ill health, was unable to attend.

The Court, pursuant to an order from the Right Hon. Sir John Borlase Warren, Bart. K.B. admiral of the blue, and commander-in-chief of his Majesty's ships and vessels employed, and to be employed, on the American and West Indian station, &c. &c. to the Hon. Henry Hotham, captain of the fleet, and second officer in command of his Majesty's ships and vessels at Bermuda, dated the 4th day of January, 1814, having been duly sworn, (the President having received a letter from the commander-in-chief, setting forth that his Majesty's service required Captain Oliver should put to sea immediately, in the Valiant, the Court dispensed with his attendance), proceeded to inquire into all the particulars attending the capture of his Majesty's brig Boxer by the enemy, and to try Lieutenant David M'Crery, her surviving officers and company, for the same; and having heard Lieutenant M'Crery's official letter and narrative of the action, and strictly examined the said lieutenant, and the surviving officers and company, produced to the Court, and carefully investigated all the particulars attending the capture of his Majesty's brig Boxer, by the United States vessel of war Enterprise; and having very maturely and deliberately weighed and considered the whole and every part thereof, the Court is of opinion, that the capture of his Majesty's brig Boxer, by the United States vessel of war Enterprise, is to be attributed to a superiority of the enemy's force, principally in the number of men, as well as to a greater degree of skill in the direction of her fire, and the destructive effects of her first broadside.

The Court is also of opinion, that the surviving officers and company (with the exception hereinafter made) appear to have done their utmost to capture the enemy's vessel, to defend his Majesty's brig Boxer, and to have conducted themselves with courage and determination, not to surrender while any prospect of success remained; and the Court will therefore adjudge Lieutenant M'Crery, the surviving officers and company, to be acquitted, with the exception of Mr. Hugh James, quarter-master, doing duty as master's mate; John Dod, James Jackson, and Wm. Slattery, seamen; who have not appeared before the Court, and have been stated to have deserted their quarters during the action, and through cowardice, negligence, or disaffection, to have withdrawn themselves from their duty in the engagement; and the said Lieutenant David M'Crery, the surviving officers and company, are hereby acquitted accordingly, with the exception of the said Mr. Hugh James; John Dodd, James Jackson, and Wm. Slattery, seamen.

Signed by the Court, and by

J. Irving,
Officiating Judge Advocate.

NAUTICAL ANECDOTES AND SELECTIONS.

EAST INDIA TRADE.

SOME new regulations have lately been adopted at the East India House, which are well calculated to give great facilities to the Commanders and Officers of the Company's ships.—The advantages this meritorious body of men now possess, will operate extensively against the free traders. Since the renewal of the charter, the proportions of tonnage have been allotted agreeably to the following statement:—

The Court of Directors of the East India Company have lately made some regulations as to the Company's indulgence in private trade to the commanders and officers of their freighted ships, of 800 tons and upwards, in consequence of the late Act for the renewal of the Charter having laid open the trade to India. The privilege outwards, warlike stores excepted, as also the importation of woollens, camlets, opium, clocks, watches, or other curious pieces of mechanism, exceeding the value of 100*l.* each, into China, *viz.*

	Tons.	*Feet.*		*Tons.*	*Feet.*
Commander	56	20	Fourth Mate	2	
Chief Mate	8		Fifth Mate	1	
Second	6		Sixth Mate	-	10
Third	3		Midshipman	-	10
Purser	3		Quarter Master	-	10
Surgeon	6		And a like quantity to inferior officers.		
Surgeon's Mate	3				

PRIVILEGE HOMEWARDS.—In any sort of goods, excepting turmeric, pepper, musk, camphor, arrack, arsenic, or poisonous drug, *viz.*

	Tons.		*Tons.*
Commander	38	Surgeon	6
Chief Mate	8	Surgeon's Mate	3
Second	6	Fourth Mate	2
Third	3	Inferior Officers	1
Purser	3		

The privilege homewards to ships of less burden than 800 tons, is, to

	Tons.	*Feet.*		*Tons.*	*Feet.*
Commander	30	32	Surgeon	4	32
Chief Mate	6	16	Surgeon's Mate	2	16
Second Mate	4	32	Fourth Mate	1	24
Third Mate and Purser	2	16	Inferior Officers	-	32

CAPTAIN DOWNEY.

Extract of a letter from R. Lea, a young Midshipman, Son of Mrs. Lea, of Shaw's Brow, to his brother.

General Hospital, Aux Noir,
Sept. 21, 1814.

"DEAR BROTHER,

While we lay at Brandy Pots, hearing that Captain Downey had a command on Lake Ontario, I volunteered my services for that place, and

I embarked on board a brig, together with 48 seamen and 14 marines, with orders to proceed and join the fleet with all possible despatch. We went to Montreal in the brig, and from that place I took open boats for the remainder of our passage, which was nine days; the passage from Montreal upwards was awfully grand, the immense cataracts or rapids of water which we had to haul the open boats through, at once strike terror in the mind of every person who had never before witnessed it; but we arrived safe, when I made myself known to Capt. Downey, who was very glad to see me, and took me into his own ship, the Montreal, I remained here about seven days when Capt. D. received an order to go down to Lake Champlain, and there take command of the fleet, on which he and myself proceeded to the place, where he hoisted his broad pendant as Commander of the Lake, on board the Confiance, which was not complete when we got here. Captain Downey, gave me command of his Majesty's cutter Icicle, which I held until we had completed the ship, when I joined her, and we immediately sailed in quest of the Yankee fleet, which on Sunday the 11th of September we descried lying off Platsburgh, with springs on their cables, and all in line of battle, ready to receive us. At nine *a. m.* (just after breakfast) we beat to quarters; at half after nine made signal to our fleet to form the line of battle; at forty minutes after nine ran down alongside the Yankee Commodore's ship, and came to anchor, when the action commenced by a vigorous cannonade of all the Yankee fleet on our ship, which we immediately returned: a little before ten o'clock the action was general, and kept up with the greatest spirit until twenty-five minutes after noon, when our spring and rudder were shot away, and all our masts, yards, and sails so shattered, that one looked like so many bunches of matches, and the other like a bundle of old rags. The Captain was killed about ten minutes after the action commenced, and not above five men but what were killed or wounded, and her hull like a riddle, for she was foundering very fast, we were necessitated, though with the greatest reluctance, to strike to the enemy. About fifteen minutes before we struck, I received a wound from a grape-shot, which after striking my foot, passed through the palm of my left hand: my fingers are very much shattered. The enemy immediately took possession of us, and we were sent on shore to the hospital, where we lay two days, when we were sent down here on our parole. The havoc on both sides is dreadful, I don't think there are more than five of our men, out of three hundred, but what are killed or wounded. Never was a shower of hail so thick as the shot whistling about our ears; were you to see my jacket, waistcoat and trowsers, and hat, you would be astonished how I escaped as I did, for they are literally torn all to rags with shot and splinters; the upper part of my hat was also shot away. There is one of our marines who was in the Trafalgar action with Lord Nelson, who says it was a mere flea-bite in comparison with this. At the time we attacked the shipping, our army made an attack on the town, and were in the act of scaling the walls when Sir George Prevost sounded the retreat."

AN ESTIMATE OF THE DEBT OF HIS MAJESTY'S NAVY ON THE 30TH OF SEPTEMBER, 1814.

NAVY.	PARTICULARS.			TOTAL.		
	£.	s.	d.	£	s.	d.
FOR bills payable at ninety days date, for naval stores, slop clothing, bedding, &c.	721,213	1	3			
For stores delivered into his Majesty's Yards, for which bills were not made out on the 30th September, and for bills of exchange accepted	252,762	3	3			
For wages to his Majesty's Dock and Rope Yards	220,000	—	—			
For half-pay to sea officers	196,394	8	3			
For wages unpaid on the books of ships paid off	235,657	8	2			
For wages due to ships in sea pay, on 30th September	1.603,410	—	—	3,229,437	—	11
VICTUALLING, AS BY ACCOUNT RECEIVED FROM THE COMMISSIONERS OF VICTUALLING:						
For bills payable at ninety days date, for provisions, stores, &c.	739,830	6	6			
For provisions delivered, and services performed, for which bills were not made out on the 30th September.............	17,945	16	5			
For bills of exchange	73,428	1	—			
For wages to the officers, workmen, and labourers, employed at the ports	12,506	17	9			
For short allowance money to the companies of his Majesty's ships in pay, and those which have been paid off................	10,265	17	3	853,976	18	11
TRANSPORTS, AS BY ACCOUNT RECEIVED FROM THE COMMISSIONERS OF TRANSPORTS:						
For bills payable at ninety days date, for freight of transports, maintenance of prisoners of war, medicines, hospitals, and other expenses for sick seamen, and for miscellaneous services	1,135,653	18	9			
For freight of transports, prisoners, medicines, hospitals, &c. for sick seamen, for which bills were not made out on the 30th September	2,957,211	12	11	4,092,865	11	8
				8,176,279	11	6
Deduct the balance remaining in the hands of the treasurer of the navy on the 30th Sept. £ 642,699 16 10						
And the sum remaining of the supplies granted for the year 1814, not issued from the Exchequer on 30th September	340,582	8	—	983,202	4	10
Shows the DEBT OF THE NAVY, on the 30th September, 1814, to be	£			7,193,077	6	8

Wm. SHIELD. H. LEGGE. PERCY FRASER.

LAUGHABLE INCIDENT.

A Frenchman at Brussels wanting the services of the house barber, who was dressing some other Gentleman, became impatient, and disturbed the whole house with his clamour. Some Germans engaged in important business in an adjoining room found it impossible to proceed, when one of them, a wag, who could bear the annoyance no longer, told his friends he would restore tranquility. He borrowed the waiter's jacket and apron, and snatching up an old rusty razor, which had long been degraded to the humiliating office of paring nails and corn cutting, presented himself before the enraged Frenchman, and with many scrapes and apologetic grimaces, declared he had left the head of a My Lord, *tout derangée*, to attend on him; will Monseignieur be pleased to sit down? The Frenchman, somewhat appeased at this, complied: his features were soon buried in soap; he murmured, but from an obvious reason dared not open his mouth to complain; the razor was produced and grubbed over his chin with no very light hand. "Sacra Dieu!" cried the Frenchman, after bearing a few strokes with patience, "what are you about?" "Tenez," said the operator, and with great gravity began to sharpen the instrument on his shoe. He returned to the task, and after scraping off the soap, drawing more water from his eyes than hair from his chin, he made a low bow and retreated. At dinner, Tonsor placed himself opposite to his customer. The Frenchman soon recognised his tormentor, and whispered to his neighbour, "Par bleu! there is the fellow that shaved me this morning." "Impossible," rejoined the other, "they would not admit the barber to the table d'hote." "I'll be satisfied, however," added his friend; and addressing himself to the wag, said, "I think, Sir, I have had the pleasure of seeing you before." "Yes, Sir," replied the other with a bow, "no longer ago than this morning, when I had the honour of shaving you."

MELANCHOLY DETAIL.

The following letter was cast ashore, inclosed in a box, near Rosehearty, Scotland, and directed "To the Finder." We fear there is no hope of the vessel having escaped. Perhaps a greater instance of presence of mind than that evinced, under such circumstances, by the writer, was scarcely ever known:—

"*North Sea*, 18*th April*, 1811, *on board the*
Gobiten, from Gefle.

"In distress, being near to sink, as the brig has sprung a leak two days ago, and the weather always increasing, notwithstanding all our attempts to prevent it, we have now come very near the last moments of our lives, wherefore we beg him or her who may find this letter to inform the public of our misfortune. The brig, Gobiten, Captain Aberg, went from Hull the 14th instant, in order to seek for Gottenburg, but having come at the middle of Dogger, the wind, which previously was fair, went Easterly when the brig got the leak, notwithstanding the sails were shortened in a proper manner. We have been obliged to cut the masts, but all seems in vain—

Except Charles John Schelberg, a passenger, the crew consists of the following, viz.—Lindquist, from Gefle; Schlee, Sjosburg, Holtz, all three from the Swedish Pomeranias; Asoland, from Sundswall; Hellberg, from Calmar."

A LARK.

A circumstance of rather a singular nature excited the attention of the company in the Argyll steam-boat, on Monday se'nnight, during her voyage from Glasgow.—When a little way above Renfrew, a lark flew from the land, closely followed by a hawk, which pursued it for a considerable time, almost immediately above the vessel. The lark continued, with a surprising dexterity, to elude the grasp of its intended destroyer, till exhausted with its fruitless attempts to escape, it flew to the boat, and alighted on the deck. A Gentleman instantly sprung forward to its succour, but with a precipitation which caused the little warbler to fear that its confidence in man had been misplaced, for it flew off, and committing itself to its fate, was again pursued by its nimble enemy. During this second pursuit, half a dozen crows generously interposed between the pursuer, and the pursued, beat off the hawk, and compelled it to change its course: unfortunately, however, on the retreat of the crows, the hawk again espied its prey, again pursued it, and after a long flight, the lark a second time ventured to descend on the deck for protection. Once more, the same error as formerly exposed it to the determined enmity of its pursuer, now joined by another hawk, which entered with fresh vigour on the chace; and all hopes of the lark's escape were now abandoned, when its former deliverers the crows, having nearly doubled their numbers by a reinforcement from a neighbouring wood, suddenly arrived to its rescue; the little animal, perfectly exhausted by its efforts, the third time appealing to the humanity of man, descended on the deck, and was secured, till considered sufficiently distant from its enemy, when it was suffered to escape.

CAPTAIN CECIL.

Captain THOMAS WALBEOFF CECIL, who lately died at Port Royal, Jamaica, while commanding H. M. Sloop Electra, was the third Son of the late William Cecil, Esq. of Duffryn in the county of Monmouth, by a daughter of Richard Case, Esq. of Pawke, in Worcestershire. By both parents his birth was highly honourable. The line of Case is of long standing in the county in which they reside, and the family of Cecil is one of the most ancient in these Kingdoms, and has produced several of the most eminent men which ever appeared in them. The great Lord Burleigh, and the Marquisses of Exeter and Salisbury, proceeded from a younger brother of the house of Duffryn, which has continued with equal respectability, though less grandeur, in the possession of the old patrimonial estate for many centuries. But the merit of the deceased needed not the adventitious aid of birth to illustrate it—he possessed a more legitimate claim to estimation that can be derived from heraldic distinctions or ancestral honours. At a very early age he entered into the navy, and his progress in it, was uniformly honourable to himself, though marked by no common share of casualties and misfortunes :—he twice suffered shipwreck under the same Commander, and was more than four years a prisoner in France; where his spirited and manly conduct drew down on him, upon several occasions, the resentment of her late Government; and he had perished in a dungeon, but from the humane conduct of a physician, who pitied his sufferings, and succeeded in relieving them. After a severe captivity, he attempted his escape and having sustained many hardships, and overcome many difficulties, at last arrived in his native Country. He was immediately promoted to a Lieutenancy, his period of service having expired at the moment he was made prisoner; and he had recently attained the rank of Commander, with the fairest prospects of early advancement, when a fever which in a short cruize of three weeks had carried off fifteen of his Ship's company, and disabled the greater part of the remainder, eclipsed at once his hopes and his expectations, and in the short space of six days consigned him to the tomb. Excessive bodily exertions, and the distress natural to a susceptible heart at seeing so many of his fellow creatures fall around him, without the possibility of rendering them any assistance, were doubtless the original causes of his distemper—His constitution sunk under the difficulties it had to encounter, and the vital spark which seemed only to have been kept alive by mental anxiety, grew faint as the causes of its existence diminished, and was soon extinguished for ever.—The very day of his arrival in port, when his labours necessarily became less, appeared as the signal of the *direct* attack of that insidious disease which terminated in death; his remains were deposited in the church-yard of Kingston, close to those of Admiral Brown, the late lamented Commander in chief upon that station, a man (and it may now be said without fear of misconstruction,) whose worth was so transcendant, and character so estimable, that Praise may lavish its honors over his grave, without the danger of falshood, or the imputation of flattery. From him Captain Cecil had received numberless proofs of regard, and there was nothing upon which he more valued himself, than the being thought to deserve them. Indeed, his merits were of the superior order. Though deprived from circumstances of many advantages, his attainments were very considerable, and had done honor to riper years, and more conspicuous situations. But his virtues were of the heart—In all the moral affections, all the various relations which connect and bind society together, he has never been surpassed. There was a warmth of feeling, an elevation of sentiment, an expansion of mind about him, which elicited the respect and esteem of all with whom he became acquainted, and the hand of time will have performed its office, ere those who composed the circle of his friendships, shall cease to cherish his memory.

CORRESPONDENCE.

MR. EDITOR,

I THINK it impossible for any officer in commission, possessed of the least reflection, and having a true love for his country, to feel otherwise than seriously alarmed at the present state of defection in the minds of our seamen. Even men of the best character, respected by their superiors, and who have served for years without punishment or reproach, anxiously apply for their discharge, and hasten from the service the moment they can obtain it. Men of inferior character desert at every opportunity wherever the ships may touch, at ports either foreign or domestic; they frequently leave considerable sums of pay and prize money due to them, and thus throw themselves naked upon the world, rather than continue to serve against the enemies of their country. Something of this may be attributed to the caprice, folly and thoughtlessness of that race of men, but desertion has become so general, the dislike of service so marked, the apathy so apparent, that I think the matter requires prompt investigation. A great deal has been said and written on the subject of corporal punishment; and the opinions and feelings of seamen are, I am convinced, much changed on that point. I can remember when nothing was more common, than for one sailor to say to another, on being asked the character of his captain,—"Why he does flog damnably to be sure, but he is a good fellow for all that, and takes care to see us righted in our prize-money." I was bred up under an officer of the above description, desertion was unknown in the ship, and I never witnessed more cheerfulness and alacrity than were displayed on board her on all occasions; and she was frequently in situations of great difficulty and danger.—Whether it is possible to govern a society so constituted as is the crew of a man of war, (the very existence of which, must frequently depend upon prompt obedience and strenuous exertion) without the power of immediate infliction of punishment being in the hands of the captain, I will not pretend to determine; but this I know, that while our philanthropists, by studied harangues and far sought cases, have generated in the minds of seamen an aversion to corporal punishment, they have not proposed for their Commanders any other means of inducing regularity and obedience.

Twenty years of war have materially injured and reduced our seafaring population. All able-bodied men being wanted for the ships of war, our merchant vessels have long been navigated by invalids and foreigners; and our fleets having been extended beyond the legitimate means of manning them, no one has been spared who could upon any pretext be laid hold of. Prentices have thus been torn from their ships, sometimes on pretence of their indentures not being correct, and too frequently without any pretence at all. Such acts of oppression have deterred parents from binding their children to the sea, and commerce has ceased to be a nursery for seamen. The bounty given to a Landsman, volunteering for the navy is thirty shillings; to become a soldier he may sometimes obtain twice as many guineas: the navy therefore gets only such undersized men as have already been rejected by recruiting officers.

Having thus detailed our ills, allow me to propose the outlines of a remedy which would, I conceive, in a great measure, bring back our seamen, would fill them with energy and emulation, and would make them as desirous to serve, as they are now anxious to avoid service. Let every seamen who shall have served seven years with the rating of A. B. and three years with the rating of petty officer, be entitled to half pay of 12l. *per annum* whenever he may be discharged; provided that he produce certificates of good conduct, and that he has not been three times punished at the gangway; his having been thrice so punished to be hereafter considered a disqualification.—Were this measure adopted, captains would cease to rule by fear, the ratings of petty officers would be eagerly sought for; they who already possess them, conscious of the advantage, would take care to preserve them by meritorious conduct; and corporal punishment falling only on some few abandoned wretches, on whom all arts are lost, might virtually be said to cease to exist.

The necessity of this, or some similar measure, will be apparent from the consideration of this fact; our seamen having been so long employed in ships of war, a great proportion of them on foreign stations, and all without opportunity of forming connexions on shore, are become an isolated body, and having neither wives nor children, hold by no tie to their country. A half-pay, such as I have proposed, will be a sure means of attachment, and the period of service, by not being too much protracted, will appear within the easy attainment of all. What I have said of the disqualification arising from punishment must be considered as operative in future, and not with relation to the past.

From the registered body of valuable seamen entitled to half-pay, would always be taken such a proportion as might be thought requisite for active service in time of peace; in war the whole would be employed, forming noble foundations for good ship's companies; the tone, in our men of war, being invariably given by the petty officers. The quantum of men always to be employed, and the provision already made for worn-out and disabled seamen, together with the silent and perpetual ravages of death, would keep the number of half-pay within due limits. Seamen, conscious of the love and fostering care of their country, would soon feel for it a reciprocal and natural affection. The impress, that terror of sailors, and peculiar disgrace of Great Britain, would insensibly die away, and our maritime greatness would stand on immoveable foundations. No true Englishman will consider any sum ill disposed of, that may preserve the honor, nay the very existence of his country, as depending on its naval power. While the European States evince an ungrateful jealousy of that power; while American seamen rush eagerly to offer their services on board their ships of war, is it not a grievous reflection that scarcely an Englishman would leave port to oppose them, provided he had the offer of his discharge or the opportunity of deserting?

I believe it will be readily admitted, that there never has existed in the navy, such leniency of government as at present; the minds of our Commanders seem to be very generally bent on the useful, in exclusion of every thing frivolous and merely ornamental; the wants, the wishes, the comforts of the crews are attended to as far as possible. So long a period of war has organized a system providing for every exigency; and oppression and imposition are rendered impracticable, or at least are quickly detected and punished—and could we but establish a love of the service in a bright prospect of its future provision, men would quickly become conscious of the advantages to be found in a British ship of war, where they are well fed, well clothed, and where infinitely less labour is required from them, than would be necessary to procure a mere subsistence either in merchant vessels or on shore.

I have the honor to remain,
Sir,
Your most obedient servant,
A Naval Officer.

* * *

MR. EDITOR, *Hitchin, Herts Dec. 14th,* 1814.

FEELING encouraged by your insertion of some hints of mine on our naval actions with America; I cannot resist again troubling you, and offering my ideas on the policy and conduct generally of our war with that state. This I should never have thought of, did I not observe in the speeches of some of our representatives, and in the language of many of our newspapers, and periodical works, a disposition to lay the cause of the war, and the evils attending it, *entirely* at the door of Great Britain. So that whilst some men are employed, sullying the character of their country, mine will be the pleasing task of vindicating that character.

The limits of a letter will not allow me to go farther back than the commencement of the present hostilities. Diplomacy seems to have had full scope and the pen was pretty much used previous to drawing the sword—until at length, after several acts of embargo and non-intercourse—appears Mr. Madison's message to Congress, June 1st, 1812, which, in the language of Junius, contains "strong assertions, without proof, declamation, without argument, and violent censures without dignity or moderation." This was followed on the 18th by a declaration of war. The declaration of the Prince Regent is the very reverse of Mr. Madison's message, and replies most satisfactorily to it. Let any man read the two attentively, with impartial eyes, and he will find it impossible to say Great Britain is the agressor. So lack of argument was Mr. Maddison, that he was obliged to tear open wounds long since supposed to be healed; but the principal sore seemed to be the Orders in Council, and we were informed by Mr. Madison, that unless they were repealed—war must ensue —as a proof that Great Britain was desirous of peace, the obnoxious Orders were repealed and of course peace was expected. Why that expectation was not gratified is for Mr. Madison to say—if the orders in council were a just cause of war, how happened it that war was not declared against France for her Berlin decrees? She has since stated fresh subjects for litigation, and because she wished for war, asked that of us she knows we cannot grant. And I trust no minister will be found thoughtless enough of his country's interest ever to give what they now require. He surely could not escape impeachment if he did—is it possible they could expect we should bind ourselves by *treaty* not to impress *any* men from American ships upon the mere *faith and word* of American that she would at some *future* period enact laws to prevent foreign seamen serving in her ships? could the contents of such a despatch been foreseen no doubt it would have been returned unopened. So insulting a proposition was never before made from one nation to another. Great Britain offered to give up every American sailor then serving in her Ships, and to do the same at any future period. Next comes, "Free bottoms make free goods." Should that be granted, England, most likely, in a Century will become the province of some more fortunate country, and be no longer able to assist the oppressed, and raise up those that fail.

It is necessary before I proceed farther to state, that the principal outcry on the subject of imprisonment, has been mostly from those states which have no seaman at all! those states from whence three-fourths, of the seamen are drawn, *deny* the charge made against us on that head. It must therefore fall to the ground, and as this and the Orders in council are the principal alledged causes of the war, and the one having been repealed, and ample atonement being offered for the other, nothing but the most bitter feelings against us, could have prompted them to continue the war. These feelings are well known to the world—their newspapers being so rancorous does not surprise me; but surely state papers should be above it: compare ours with theirs: nothing can so much prove them in the wrong "as their thus condescending to become malignant and abusive." If further proof is necessary that we are not the agressor, surely the relative situation of the two countries will plead in our favour. We, making the greatest efforts to support exhausted Europe, and even the very militia expected to be sent against France,—she, actuated by the desire of revenge for fancied wrongs, with her eyes fixed on Canada, which she thought to find defenceless; and goaded on by France, whose interest it was to plunge us into war. We have given no proofs of particular dislike to the Americans. We never tarred and feathered an American because he refused to fight against his country—no, it was left for Captain Porter, of the Essex, to commit so disgraceful and cowardly an act; thus inflicting a vile punishment on a man, for doing that, for which, if Captain Porter had been possessed of the true spirit of a gentleman, he would have admired him.

If my premises are just, the conclusion is inevitable; that England is not so much to blame as America. So much for the policy of the war. As to the mode in which we have waged the war, I do not feel prepared to enter into the detail:—Of the navy my opinion is unaltered, that they are worthy the character given them by the world, and I have not yet met with any one *versed* in naval matters, who has objected to the disposition of it. The Army requires not my praise, their fame is established, and the Americans have always been so anxious to run, that they have had no opportunity of displaying their good qualities to them. The destruction of the *Public* property at Washington, is much blamed by some, but I cannot see on what grounds—I am more disposed to give praise to our Commanders for sparing the private, than to upbraid them for destroying the public property: Unfortunately the war has assumed a character of peculiar ferocity: to what is it to be attributed? to those who first began the war, and gave it that character:—Who burnt York-town, and several other places? not the public works only, but the habitations of the peaceable. Who fired at General Ross, when entering Washington, not by storm, but something like capitulation? that act alone would have warranted, or at least excused him, if he had burnt the whole. Who insert buck-shot in their cartidges to give tormenting wounds? who, when one of our launches was sunk, fired at the poor fellows, as they swam to shore?—Did Sir R. Curtis act so at Gibralter? more instances can be produced if necessary. The burning of Washington, was by way of retaliation, and unless they provoke us, by similar acts, I have no doubt we shall not repeat the lesson. Whether Washington had been burnt, or not, has nothing to do with the question of Peace or War;—for we are like two quarrelsome men, who cannot compose their differences, and therefore must fight it out. We stand upon two high an eminence to bow the knee to any nation, without something like a trial; and America is blinded by passion, by envy, hatred, and malice, and will certainly continue the contest; let us therefore prepare for it, with redoubled energy: the olive branch they despise, let us give them the sword.

There is one thing, Mr. Editor, you will agree with me in; that it is very wrong in our newspapers to fill their colums with praise and admiration of the energy, and wisdom of Congress, and the union of all parties, and the general cry of vengeance in America: thus, whilst we are sending both Navy and Army there, and expecting them to display their usual courage and ability, their spirits are damped, by constantly ringing in their ears, that they are in a bad cause, and going to meet an enemy—whose union and determination nothing can conquer. Hannibal would have conquered Rome, had it not been for a party averse to him and his cause at Carthage. England would have conquerred her rebellious colonies, had it not been for a party at home, who said all they could to encourage the one, and depress the other: let us then profit by experience: there is nothing very praise worthy in the present temper of the people in Great Britain; the American war was very popular at first, because we thought to chastise them without difficulty; but now we find it not so easy a task as it appeared, and have met with a few reverses; many of those so eager at first, are crying out lustily for peace, und blaming every thing that is done: of this whining I am ashamed: let us put our shoulders to the wheel, and have determined, active war, or none.

If we have not the firmness to struggle with difficulties—better to give it up at once; grant them all they ask, give them Canada, dismantle our Navy, become a nation of Shopkeepers, and leave it for posterity to say, that the English people having risen to the highest rank among nations, had not the courage and talent to keep their situation, but fell before a people without a Treasury, Army, or Navy.

I remain, your humble Servant,

J. C.

* * *

MR. EDITOR, *December* 17, 1814.

I AM anxious to convey to you, and to make known, the very high degree of pleasure I received from the perusal of the very interesting life and public services of Vice-admiral Sir George Collier, recorded in the two last numbers of the N. C.

Few memoirs, through the whole series with which the work is enriched, are, in my opinion, so likely to afford not only interest and amusement, but a *great deal of useful knowledge and instruction*, which the entire services of that accomplished, enterprising, and successful (although I regret to say, neglected officer) cannot fail of conveying to officers now on the same station, where he so signally displayed his great abilities; and where, with so inadequate a force, he rendered such eminent services to his King and Country.

To the naval officers now going out, and to those already on the American station, the two last numbers of your work, I will venture to say, will be most acceptable; and by the service in general, such memoirs must be regarded as invaluable records of the glorious career which this meritorious officer run, until the withering blasts of ministerial influence, by disregarding his claims to active employment, when he had attained a flag, distressed the health and happiness of a man, who ever served his country faithfully and successfully, and who, because *he dared to be honest*, had incurred their displeasure. Nor, Mr. Editor, are the lessons of vigilance, patience, and enterprise, given in these interesting details of his public services, *all* that they convey; his opinions (and they are those of an excellent judge, seeing with his own eyes, and judging from experience *only*), in the operations *then* carried on on the American coast; of the men who *then* held the chief commands on that station with whom he acted, with whose characters he was well acquainted: nor whilst these are held up to public view as they really *were*, is the conduct of the very inefficient Board of Admiralty of that period, kept entirely in the back ground. It is true, the country were tired of the war at the time he became commander-in-chief, and had nearly given up all hope of recovering America to the mother country; but the mal-administration of *that* Board, and its fatal effects on the naval prosperity of Britain, will at the present moment bring to the recollection of every considerate person, the ruinous, disgraceful, and often *irreparable* effects of a system of favouritism, partiality, and 'court intrigues by which, in nine cases out of *ten*, the best and ablest officers are neglected, and men of parliamentary interest, and time-serving sycophants, placed in commands they are every way unequal to. I trust the lessons of experience the life of Sir G. Collier affords, in these and other respects, will have their effect *at the present moment*; for, however great may be our naval power and naval ascendancy, few will maintain, that since the commencement of the present American war, our successes have been *very* brilliant, or that the American navy has been *very much humbled by their defeats*. Yet, Mr. Editor, the country expected, and they had an undoubted right to expect, this would have been done, and that effectually too; but, alas! instead of retracing our success and our naval victories, in a very short time, *all* the *remaining energies* of the B. of A. will be required (for I think they have done but *little*, to tell the *truth*) to *defend* in the House of Parliament the *wisdom* of their *plans*,--- their unsuccessful executions, and, perhaps, to persuade John Bull to let them off for this time, promising to do a great deal next campaign. But, Mr. Editor, whether their apologies for *their measures*, and *their men*, are sustained or not, the country is at this time smarting under the shame of baffled hopes and unsuccessful efforts, to destroy the power of the Americans by sea; and *these Americans* are now firmly persuaded they are a match for us on our own element; this is the more disgraceful to our A——y; as, during all our discomfitures, losses, and crosses, in the first American war, they never for a moment, amidst all their good fortune, in these eventful times, supposed it possible for them to dispute with Britain the dominion of the sea. With such a force as we possess; with hundreds, nay thousands, of brave and experienced officers and seamen, weak measures, arising from an inadequate B. of A. can alone, in my opinion, account for our want of success. Their recent exertions, however, for the improvement of the situation of seamen in the R.N. entiles them to the highest credit; and, if the system was extended, and officers of merit, who had offered to serve, promoted by brevet, the same as in the army, and compensation given for *loss of baggage*, and to officers when shipwrecked, they would deserve the gratitude of every sailor, and meet the support of their country; although the American navy *yet remains* to be swept, in the course of next year, I trust, from the face of the ocean, or destroyed in their own ports. Smarting as *our navy* now does under the recollection of the successes of the Americans by sea, we cannot with honour, or self-gratification, lay down the sword, until her infant, but thriving navy, is swept away. To effect this, ought to be our grand object; it is the favourite child of America, and certainly bids fair, if allowed to attain maturity, to exalt *her* in the scale of nations, and enable her to dispute with us, in good earnest, for our naval supremacy. I trust, Mr. Editor, other naval officers, or their friends, will come forward with similar materials for such memoirs as those of Sir G. Collier, which, with the naval drawings, are truly valuable and interesting to the service. Hoping this will be the case,

I remain, &c.

Nestor.

Nestor cannot agree with the Editor in his opinion on the question of our naval rights; if we yield them now, we can no longer be said to rule the waves: and this is Briton's boast and Briton's glory; for which we have, and will shed, our last blood.

* * *

MR. EDITOR, *December* 16, 1814.

THE almost complete want of success which has attended the operation of the British fleet and armies during the last campaign, which may be now said to be entirely terminated, has produced, as was to be expected, the greatest sensation throughout the kingdom; the force, of both descriptions, sent to the American coast, was certainly ample, and of the best description; and, had it been *properly directed*, must infallibly have produced such an impression, as to have effected the strongest hopes of our being able, in the course of *another* campaign, to have brought our arrogant enemy to terms, commensurate with the heavy expenses incurred in carrying on the war, and securing the naval rights of our country. But the spell is *now* broke ;---the Americans believe, and experience nearly justifies the belief, that their men of war are an equal match, if not *superior*, to ours; the fatal action on Lake Champlain confirms *them*, no doubt, in such hopes, and must make every man, at all interested in the glory and honour of his country, truly anxious to see the boasted superiority of the British navy re-established on the firmest foundation. Nor have we been unfortunate at sea only ; it is with no small degree of mortification, that, when we turn our eyes to the victorious bands of a Wellington ; when, placed under another commander in chief, we no longer hear the pleasure of victory. No : we hear the bursting exclamations of disappointed valour on every hand, demanding a leader who will lead them to victory, or glorious death ! During the last campaign in Canada, without gaining a single trophy, except in the hard-fought action at Chippawa, we have lost *a very great number of men*, and *many* of our best officers. The names of Colonels Drummond, Scott, and Gordon, will long be remembered with enthusiasm and admiration in the regiments they commanded (now complete skeletons), and by the whole British army. Will it be believed that, with an army of twenty thousand men, we have not *gained*, but *lost*, *ground*, in Canada ; when the Americans, opposed to us, never amounted to the same number, and were composed partly of militia. It is not for me, at present, to blame our commander-in-chief in that country, they will, no doubt, have an opportunity of *shewing*, whether they obeyed their instructions, whether they did all they *might* have done, and whether the blame rests with the general at home, or with them. At the same time I must declare my satisfaction, that an early investigation is to take place in both Houses of Parliament, relative to the management of the navy : that this is necessary, few will be hardy enough to deny ; for the whole country are sensible, that the glory of the British arms, both by sea and land, have been tarnished : that our want of success cannot be owing to want of means, and that the blame must lay with the ministry or commanders ; and it is fit the country should know who *were* in fault. I have no doubt the subject will receive all the consideration it deserves ; and I hope it will be recollected, that it is the possession of the trident, the dominion of the seas, the interests of Britain's best bulwarks that is at stake, and that if these are lost, the greatness of the country is endangered, the pillars of her prosperity undermined, and the downfall of her empire at hand. I would therefore entreat of the members of both Houses, to go into the consideration of this momentous question, with the firmest determination of doing their duty to their country. The power of Britain is great indeed; her naval power and resources what country in Europe, or the world, nay, what combination of hostile fleets, can withstand? Shall then the small, but rapidly increasing, and active squadron of American men of war, be able to set us at defiance? This is strange, 'tis passing strange; and were it not a fact, could scarcely be credited.

Would it have been believed, when the war commenced, that three years afterwards they would have had a single man of war to send to sea; scarcely, I think: yet, during that long period, we have taken *only two* of their frigates at *sea*, and destroyed *two* in harbour. With the powerful force we sent, or might have sent, to the coast of America, certainly their whole navy ought to have been destroyed in port; this was the easiest way to get at them; for when once at sea, they have uniformly (with the exception of the Essex and Argus) eluded our search. After pointing out what *might* have been done *some time ago*, it would be some consolation if I could shew what might *now* be done to restore the lustre of our arms. On the coast of America, I greatly fear, the enemy will, ere the commencement of another campaign, be well, too well, prepared for us; and that any attempts to destroy their men of war by coup de main, will be too late; and in Canada we have ground to recover, and disasters by sea and land to repair; that this may be effectually done, if the war continues, is my earnest wish, as it must be of every true Briton.

I would only beg to recommend, in the most earnest manner, that, if we *do* continue the war, as it must be a most expensive one, and if unsuccessful, most ruinous to the *greatness* of the British empire. that we put forth *all* our strength, and effectually rescue Canada, by a formidable army, and an entire superiority on the lakes; which, I hope, the brave Owen will accomplish. If the American coast is still vulnerable, a considerable force ought to be kept afloat to annoy them in every possible way; but let us not fritter away our means, as has been hitherto done in America; let us play a great game, and teach our arrogant enemy, that the British Lion, when he shakes his mane in earnest, fears not the power of any foe—let our naval force be kept full and effective on the Lakes and coast, and let it be carefully borne in mind, that *one* more unsuccesful campaign, if war goes on, will entirely ruin our cause, and blast our maritime greatnes.

Alfred.

N. B. It would be great injustice to Captain Gordon of the Seahorse, not to mention the very complete success which attended his expedition, as well as our brilliant coup de main, at Washington—these, however, comprise our successful efforts: at Penobscot there was no resistance.

HYDROGRAPHY, PILOTAGE, &c.

ASIA.

Mémoire sur une Carte du Détroit de la Sonde et de la rade de Batavia, par le Capitaine de KRUSENSTERN, *de la Marine Impériale de Russie, de l'Académie Impériale des Sciences de Saint-Pétersburg, Correspondant de l'Institut Impérial de Paris.*—(St. Pétersbourg: de l'Imprimerie de l'Académie Impériale des Sciences. 1813.)

[*Concluded from page* 424.]

LA position du cap Bantam sera exactement déterminée par le rélevement de l'île du Nord, S. 52° 30′ E. et par le gisement de ce cap à l'égard du Rocher de Courant et de la grande Toque, N. 80° E. Ainsi si la position de l'île du Nord est juste, comme on ne peut en douter, le cap Bantam doit être placé à 5° 52′ S. et 103° 45′ 45″. ROBERTSON dans son mémoire détermine la longitude de ce cap, rapportée à celle de la montagne de Monopin sur l'île de Banca, 103° 38′, dont il a trouvé lui même, par le moyen d'un chronomètre, la différence de méridien 52′. Si nous appliquons cette difference de méridien à la longitude du cap Bantam, ainsi que je l'ai établi, il en résulte pour la longitude de la montagne de Monopin 102° 53′ 45″, ce que WILSON, dont nous connoissons déjà la scrupuleuse exactitude, a aussi trouvé: mais ce que rejette néanmoins ROBERTSON, qui a préféré pour la longitude du cette montagne 102° 45″, d'après les observations lunaires du Capitaine FRASER, comme étant plus conformes aux déterminations chronométriques de COOK et de BAYLEY. La longitude du cap Bantam 103° 45′ 45″ admise comme juste, celle d'Anjeer, de la quatrième pointe de Java, et de toute la côte jusqu'au détroit du Prince doit également l'être. Outre cela la côte depuis le cap Bantam jusqu'au à la quatrième pointe, a été levée avec beaucoup de soin par le Capitaine BAMPTON; et c'est d'après ses rélévemens que j'ai dressé cette partie de ma carte. DALRYMPLE, dans son rapport du 6 Décembre 1786 à la direction de la compagnie des Indes, s'exprime au sujet de cette carte dans les termes suivans: "Ce qui fait beaucoup d'honneur au Capitaine BAMPTON, c'est que quoique le detroit de la Sonde soit fréquenté depuis tant d'années par divers navigateurs Européens, sa carte rélativement aux Sondes qui s'y trouvent en grand nombre, surtout à l'entrée du détroit entre le cap Bantam, et l'île du Milieu, est la plus complette que j'ai jamais vue." Je ne connois non plus aucune carte, sur laquelle la rade d'Anjeer soit tracée avec tant de détails et d'exactitude. Ce que j'ai dit de la partie septentrionale de ma carte, doit rassurer les navigateurs et les convaincre qu'il ne peut y avoir d'erreur sensible. La partie méridionale m'a causé beaucoup plus d'embarras. WILSON nous quitte ici.* BAMPTON à la vérité, le remplace pour le commencement, mais il ne va pas plus loin. J'ai donc été obligé de me règler sur mes propres observations et relèvemens, et je me fais par cette raison un devoir de les donner ici dans le plus grand détail. Il me restoit quelque doute sur la diminution considérable de la largeur que j'ai cru devoir donner au détroit; mais j'ai trouvé, en examinant la carte de BAMPTON, que cette largeur y est encore plus petite. La direction depuis la quatrième pointe jusqu'à la Baie du Poivre, est sur toutes les cartes presque Nord et Sud, elle est la même sur la mienne; mais quant à la direction depuis la seconde jusqu'à la troisième et quatrième, ma carte n'est pas d'accord avec celles d'ARROWSMITH, et moins encore avec celle de DAPRES. Pour justifier cette différence, il faut que je discute la longitude du Pic de l'île de Crocotoa..* C'est le point qui dans mon travail, m'a offert le plus de difficultés. En conservant la longitude du Pic, telle que nous la trouvâmes par le résultat de nos trois chronomètres, qui d'ailleurs s'accorde parfaitement avec plusieurs autres déterminations que je viens de citer, il faudroit ou porter d'un quart de degré à l'Est toute la côte de Java depuis le cap Bantam jusqu'au détroit du Prince, ou rétrécir jusqu'à onze milles la largeur du détroit entre Crocotoa et la IV. pointe, qui est de 21 milles sur la carte d'ARROWSMITH et de 27 milles sur celle de DAPRES. L'un et l'autre cas me paroissant impossibles, j'en tirai la conséquence, que la longitude de 103° 17′ que j'avais etablie dans le journal de mon voyage pour le Pic de Crocotoa, étoit trop grande. La faute pouvait provenir de ce que les hauteurs du soleil pour le calcul de l'heure n'avoient pas été mesurées au moment où le Pic restait au Nord; ce qui pouvoit avoir aisément occasionné une erreur de quelques minutes sur la longitude. Peut-être aussi la cause en étoit-elle, que j'avois pris la moyenne entre nos chronomètres, pour fixer la différence de méridien entre Poulo-Aor et le Pic, ayant trouvé surnotre route entre la Chine et le cap de Bonne Espérance que la marche d'un de ces chronomètres étoit très-irrégulière, quoique dans le commencement de notre voyage elle ne le fût pas, et que même à l'époque de notre arrivée dans le détroit de la Sonde, elle différoit déjà de 12 minutes de celle de nos chronomètres, dont la marche pendant notre navigation dans la mer de la Chine, paroissoit être la plus regulière.† J'ai donc supprimé la longitude du Pic de 103° 17′ et tâché de la fixer d'une autre manière. J'ai pris le cap Bantam, l'île du Nord, la grande Toque, et l'île du Milieu pour des points sûrs, ce qu'on peut aisément leur accorder d'après ce que j'ai dit de la manière dont ils ont été déterminés, et j'y ai lié les Pic des iles de Crocotoa, de Tamarin, et du Prince à l'aide d'un très-grand nombre de relèvemens, que nous avons faits dans la traversée du détroit. On trouvera, il est vrai, que ces relèvemens varient jusqu'à un ou deux degrés, ce qui ne surprendra pas, pour peu qu'on considère qu'on étoit obligé de prendre beaucoup de relèvemens à la fois, que les objets étoient très rapprochés, et qu'enfin la marche du vaisseau étoit quelque fois fort rapide, le vent et les marées agissants souvent dans le même sens. Pour compenser donc en quelque sorte les erreurs inévitables des relèvemens faits avec la boussole,* j'ai toujours pris le milieu de tous les relèvemens, et j'espère, que le navigateur, qui aura levè une carte exacte de ce détroit, les trouvera assez exacts. Suivant cette combinaison de la partie Sud du détroit avec la partie Nord, la largeur entre le Pic de Crocotoa et la IV. pointe se porte à 18 milles, la latitude du Pic sera rapportée à 6° 8′ 30″ et la longitude à 103° 10′.

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* Wilson donne encore quelques relèvemens des Pics de Crocotoa et du Prince; mais ils sont en trop petite nombre pour être admis comme concluans.

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* De la longitude de ce Pic dépend aussi celle du cap Java, elle influe donc beaucoup sur la configuration de toute la partie méridionale du détroit.

† Mr. l'Astronome HORNER, à present à Zurich, avec qui j'étois en correspondance à ce sujet m'a envoyé toutes ses observations sur les chronomètres pendant que nous étions dans le détroit; il y en a plusieurs qui correspondoient, à peu de chose près, au tems où le Pic nous restoit au Nord. Je suis donc porté à croire, que c'est le chronomètre, dont la marche n'a pas été très-régulière, qui nous donna un faux résultat pour la longitude du Pic.

La combinaison suivante me fait presque trouver la même longitude pour le Pic de Crocotoa. Selon les chronomètres du Capitaine King et de l'astronome Bailey à bord du vaisseau la Résolution, la montagne de Monopin sur l'île Banca est plus Ouest que l'île Sapata de 3° 50′ 30″. L'île Lusepara 1° 00′ à l'Ouest de la montagne de Monopin ; les Deux Soeurs suivant King et Bailey 3′ et suivant l'Amiral Bligh, alors à bord du même vaisseau 4′, et ainsi 3′ 30″ à l'Ouest de Lusepara, et le Pic de Crocotoa 40′ à l'Ouest des Deux Soeurs. D'après plusieurs déterminations chronométriques entre Pulo-Aor et l'île la grande Ladrone, combinées avec les distances lunaires qu'a measurées le Capitaine M'Intosh, la longitude de Poulo Sapata est de 106° 43′ 18″ comme je le pouverai d'une manière plus circonstanciée dans une autre endroit. Donc la longitude de la montagne de Monopin 102° 52′ 48″; la longitude de Lusepara 103° 52′ 48″; la longitude des Deux Soeurs 103° 49′ 18″, et celle du Pic de Crocotoa 103° 9′ 18″.

Avant de donner le détail de nos relèvemens, qui font la base principale de la partie méridionale de cette carte ; je vais encore rapporter quelques déterminations anciennes de la longitude de l'ile de Crocotoa. Une singularité, digne d'être remarquée, c'est qu'elles sont toutes environ de 103° 16′ quoique nous ayons observé qu'elles sont trop grandes de plusieurs minutes.

Dans le recueil des observations astronomiques, publiées par l'astronome Wales en 1788, on trouve pour la longitude de cette île . . 103° 16′.†

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* En reconnoissant les côtes, dont nous avons donné les cartes dans l'Atlas de mon voyage, nous nous sommes toujours servi du sextant, et très-rarement de la boussole. Dans le détroit de la Sonde au contraire, nous n'avons pas une seule mésure des angles. La raison en est, que je n'avois pas alors l'idée d'en faire lever une carte, imaginant, qu'il en existoit déjà de parfaites, et je n'y fis faire que des relèvemens ordinaires avec la boussole.

† Je ne devrois peut-être pas faire mention de cette longitude de Wales, vu qu'elle ne paroît pas avoir été déterminée par lui-même. La position de plusieurs points du détroit de la Sonde qu'il rapporte dans son ouvrage, se trouve aussi très-défectueuse ; comme par ex. : le cap Java, qui placé à 102° 28′ donne une différence d'un demi-degré ; quoiqu'elle ne soit aussi marquèe dans le voyage du Lord Macartney plus grande que 102° 30′ 30″.

L'astronome **Bailey**, p. 351 de son recueil des observations astronomiques, rapporte la même longitude .... 103° 16′.

Le Capitaine **King** a déterminé la longitude de son ancrage qui est directement au Nord du Pic .... 103° 16′.*

D'après une observation dans les tables du Capitaine **Macintosh** .... 103° 17′.

Une observation chronométrique, que je trouve dans les mêmes tables, donne pour différence de méridien entre le Pic de Crocotoa et la ville de Batavia .... 1° 20′ 30″:

donc, la longitude du Pic .... 103° 13′ 14″.

En prenant le milieu de ces déterminations, on aura 103° 15′ 15″ E. de Paris.

Extrait du Journal de la Nadeshda.

Le 1 mars 1806 le soir à 10h. 30′ nous mouillâmes au Sud des Deux Soeurs; nous appareillames à 19h et fimes route au S.S.O. Une montagne fort élevée de l'île de Sumatra, que je nommerai montagne de Sumatra, fut relevée a 20h. au S. 37° O. et la plus septentrionale des Deux Soeurs au N. 20° E. La sonde rapporta 9½ et 10 brasses fond de glaise.

A 22h. on releva la montagne de Sumatra au S. 41° O. le cap Bantam qu'on nomme aussi cap de St. Nicholas S. 20° E. La sonde rapporta 15 brasses. A midi, après avoir observé la latitude qui étoit de 5° 38′ 34″ on releva le cap Bantam au S. 36° E. l'île du Nord au S. 64° O.† la grande Toque au S. 11° E. et au S. 20° E. un pointe, un peu avancée de l'île de Java, qui est peut-être la petite île Manna sur le plan de **Bampton**.

2 *Mars.*

A 2h. nous jetâmes l'ancre à 24 brasses. Le milieu de l'île du Nord nous resta alors au N. 17° O. à 3 milles de distance; la grande Toque S. 19° E. la pointe N. de l'île du Milieu S. 3° E. une montagne de Java, qui me paroit être la montagne de Golgotha, au S. 21° E. La montagne de Sumatra S. 81° 30′ O. et la pointe la plus en avant des îles de Zupthen au S. 23° O.

3 *Mars.*—Les vents contraires nous obligèrent de rester à l'ancre jusqu'au lendemain. A 18h. nous mimes à la voile, et entrâmes, quoiqu'avec un vent contraire, dans le canal de Zupthen entre les îles de ce nom (nommées aussi îles de Kandang) et le Rocher des Courans (*Stromrock*).

A 20h. la pointe N. O. de Java nous resta au S. 68° E. la grande Toque au S. 46° E. la pointe N. de l'île du Milieu au Sud.

A 21h. 35′ on vira de bord.

A 22h. 10′ on releva le Pic de Crocotoa par la pointe la plus orientale des îles de Zupthen au S. 52° O.

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* On trouve à la page suivante 105° 15′, ou 102° 55′ pour la longitude du Pic. Il faut que ce soit une faute d'impression, vu les gisemens relatifs du Pic et de l'ancrage.

† North Island:—The body of it bearing S.E. about ¾ or 1 mile, the Royal-Charlotte grounded on a small knowl, 18th January, 1813, with 3½ fathoms water on it, and 4½ to 5 fathoms close to it on both sides. (𝔓. ℭ.)

A 22h. 30′ le Pic de Crocotoa, au S. 55° O. La grand Toque au S. 73° E. La pointe ouest de l'île du Milieu au S. 8° O.

A 22h. 38′ on vira de bord.

A 23h. 30′ on releva le cap Toca, nommé aussi pointe aux Cochons par le Pic Tamarin (nommé sur les cartes de Dapres, Sambouricou) S. 78° O. C'est surtout d'après ce relèvement, que j'ai placé sur ma carte le cap Toca à 5° 54′ 30″ de latitude. Si donc la position du Pic de Tamarin est exacte, ce qu'on peut présumer avec d'autant plus de fondement, qu'elle à été déduite d'un grand nombre de relèvemens, qui vont être rapportés, celle du cap Toca doit porter le même caractère d'exactitude. Sur la carte d'Arrowsmith il est de 4′ 45″ plus au Nord ; Wilson au contraire le place plus au Sud que moi de 2′.

A midi la latitude observée étoit de 5° 52′ 35″. Le Rocher des Courans nous restoit alors au S. 15° E. La pointe Ouest de l'île du Milieu S. 25° 30′ E. et au N. 87° O. on releva une pointe, qui fut d'abord prise pour une point de Sumatra, mais qui appartient probablement à l'île Remouw ou île longue, une des îles Zupthen, située toute prés de la côte de Sumatra.

4 *Mars.*—A 0h. 10′ on releva la montagne de Golgotha par la pointe de l'île du Milieu à S. 36° E.

A 0h. 25′ on vira de bord.

A 0h. 40″ la grande Toque par le cap Bantam N. 79° 30′ E. Le cap Toca par le Pic Montaney à N. 74° O.

A 0h. 51′ le Pîc Tamarin au S. 86° 30′ O.; qui fut relevé en même tems que la pointe N. de l'île du Milieu à l'opposite, c'est à dire à N. 86° 30′ E.

A 1h. 10′ le cap Toca fut relevé par un promontoire sur la côte de Sumatra au N. 57° 30′ O.

A 1h. 15′ la petite Toque par la pointe Sud de l'île du Milieu S. 72° 30″ E. On releva en même tems la pointe Ouest de l'île du Milieu et le Pîc Tamarin l'un à l'opposé de l'autre, Est et Ouest. La Sonde rapporta 54 brasses.

A 1h. 35′ on vira de bord. La grande Toque restoit alors au N. 68° E. Le Pic Crocotoa au S. 61° O. Le Pic Tamarin au N. 88° O.

A 2h. 54′ la grande Toque par la pointe N. de l'île du Milieu au N .65° E.

A 3h. 13′ le Pic Tamarin au N. 86° O. La petite Toque au S. 82° E. La montagne de Golgotha au S. 48 E.

A 3h. 45′ la pointe Sud de l'île du Milieu par le cap Bantam au N. 62° E.

A 4h. le Pic Crocotoa au S. 77° O. Le Pic Tamarin au N. 66° E. La pointe Sud de Sabessy au N. 54° O.

A 4h. 53′ la grande Toque par la pointe Sud del 'île du Milieu au N. 42′ E.

A 5h. 35′ on vira de bord et gouverna O.N.O. On eut alors le Pic Crocotoa au S. 88° O., le Pic Tamarin N. 56° 30′ O., et la pointe Sud de l'île du Milieu au N. 35° E.

A 7h. 30′ nous mouillâmes par 32 brasses fond de sable: Le Pic Crocotoa nous restoit alors au S. 63° O.*

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* Situated directly under the high land called Refreshment Head, that forms the S.E. angle of Lampoon Bay in the Strait of Sunda, is Rajah-Bassa Road, an

Nous appareillâmes le lendemain à 22h. avec un vent foible de N.O.; et fimes route au S.E.¼S.

A midi la latitude fut observée de 6° 5′ 5″. Le Pic Crocotoa nous restoit au S. 75° 30′ O. Le Pic Tamarin au N. 50° O. Le pointe Sud de l'île du Milieu au N. 63° E.

5 *Mars.*—A 4h on vira de bord. Le Pic Crocotoa fut relevé alors au N. 29° O. Le Pic Tamarin au N. 24° O. Le Pic de l'île du Prince au S. 43° O. La pointe Est des îles Zupthen au N. 27° E.

A 5h. le Pic Crocotoa au S. 76° 30′ O. Le Pic du Prince au S. 38° 30′ O.

A 6h. la montagne de Golgotha au S. 75° E. Le Pic du Prince ou S. 34° O. Le Pic Crocotoa au Ouest. Le Pic Tamarin au N. 32° O.

A 7h. nous mouîllâmes par 21 brasses fond de glaise. La pointe Sud dè Crocotoa restoit alors au S. 48° O. Le Pic Tamarin au N. 20° O.

Appareillé à 18h, avec un vent de O.N.O. Route au S.O. ¼ S.

A 19h. 55′ le Pic Tamarin par la pointe N.E. de Crocotoa au N. 4° E.

A 20h. la pointe N.E. de Crocotoa par la pointe S.E. de Tamarin au N. 4° E. Le Pic Crocotoa au N. 3° O. La pointe S.O. de Crocotoa au N. 16° O. La pointe S.O. de l'île Forsaken, ou Verlaten N. 25° O. Le Pic Sumatra N. 25° E. Le Pic Sumanca N. 43° O.

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excellent place for the homeward-bound China ships to touch at, to procure refreshments and fill up their water, and far preferable to North Island for this purpose. Captain Owen, of H.M.S. Cornelia, anchored the China ships in Rajah-Bassa Road 21st January 1813, where they got plenty of turtle at a dollar each, and filled up with excellent water, and found the natives very civil. The Neptune, at anchor in 16 fathoms blue mud, had the westernmost of the Three Brothers bearing S. 56° W. Crocotoa Peak in one with the highland of Poolo Sebesey S.20° W. distance from the nearest of the Three Brothers 3½ miles, and from the Sumatra shore about Rajah-Bassa 3 miles. The soundings decreased regularly to 5 and 4 fathoms soft mud within ¾ mile of the shore, so that ships may anchor much nearer it than the Neptune did. Within the distance of 2 miles along a sandy beach, were 3 rivulets of excellent water, either of which would supply a fleet of ships. When the fleet left this anchorage, they worked to the westward in Lampoon Bay with regular soft soundings of 13 to 16 fathoms, and passed out between Middle Island and Tiems Rock, which is a good channel. Captain Owen intended to have taken them out through the western channel, formed between the west point of the bay and Poolo Gondy (which although rather narrow for large ships, seems safe to adopt to run out by, with a leading land breeze in the morning), but the Arniston in standing near the north end of Poolo Gondy, struck on a sunken rock about a mile off, which induced them to bear away round Middle Island. Ships from China should certainly prefer this route along the Sumatra shore, where they will preserve good anchorage, and have less sea than outside, by rounding Hog Point within a moderate distance, and then keeping along the coast to Rajah-Bassa Road. From hence, they may work to the westward in Lampoon Bay, and pass out between Middle Island and Tiems Rock, as above mentioned, or through the Western Channel if circumstances permit, which would enable them to lead out of the Strait well clear of Prince's Island with the westerly winds. (𝔍. 𝔈.)

A 21h. 10′ le Pic du Prince fut relevé à S. 29° O. Le Pic Sumanca au N. 41° O. Le Pic Crocotoa au N. 9° E. Le Pic Sumatra N. 24° 30′ E.

A 22h. le Pic Sumanca au N. 37° O. Le Pic Crocotoa N. 18° E. La pointe Est de Crocotoa au N. 24° E.

A midi la latitude fut observée de 6° 27′ 25″. La pointe N.E. de l'île du Prince au S. 59° 30′ O. Le Pic Crocotoa au N. 19° E. L'île Keiser au N. 45° O. La route fut changée au S. ½ O.

6 *Mars.*—A 1h on releva la pointe N.E. de l'île du Prince à l'Ouest. Le Pic de cette île au S. 32° 30′ O. Le Pic Crocotoa au N. 20° E.

A 2h. 43′ le Pic du Prince à l'Ouest. La seconde pointe de Java ou la pointe de bonne Arrivée au S. 68° E. La pointe S. E. de l'île du Prince au S. 49° E.

A 3h. on gouverna S.S.O.

A 3h. 30′ la pointe Sud de l'île du Prince et la troisiéme pointe de Java ou la pointe de la baie du Poivre, l'une à l'opposite de l'autre S. 67° O. et N. 67° E. Par ce relévement la latitude de la troisiéme pointe est déterminée.

A 4h. la seconde pointe de Java au N. 81° 30′ E. La pointe Sud de l'île du Prince au S. 74° O. La pointe Nord de cette île au N. 7° E. Son Pic N. 10° O. Le Pic Crocotoa N. 21° E.

A 5h. on releva à l'Ouest les rochers le plus avancés de ceux qui entourent la pointe Sud de l'île du Prince, et qui sont nommés les *Charpentiers.* Le Pic de cette île au N. 7° E. La I. pointe de Java, ou la pointe du *Capucin* S. 19° O. La II. pointe au N. 72° E.

A 5h. 30′ le Pic Crocotoa par la pointe N.E. de l'île du Prince N. 22° E. La pointe S.E. au S. 72° 30′ O.

A 6h. le Pic du Prince au N. 15° E. La pointe N.E. de cette île au N. 25° E. La I. pointe de Java au Sud. La II. pointe - - - - au N. 67° O.

Voici à présent le résultat de ces relévemens multipliés :

La I. pointe *de Java* est située *du Pic Crocotoa* au S. 20° O. a la distance de			38½	milles.
La II. pointe de Java	—	Sud	28¾	—
La III. pointe de Java	—	S. 30° E.	23½	—
La IV. pointe de Java	—	N. 88° E.	19	—
Le Pic Tamarin	—	N. 8° E.	10¼	—
Le Cap Toca	—	N. 44° E.	18½	—
La pointe Sud de l'île du Milieu	—	N. 67° E.	25½	—
Le Pic du Prince	—	S. 18° O.	27½	—

Nous avons montré que le Pic Crocotoa est par 6° 8′ 30″ S. et par 103° 10′

La I. pointe de Java doit donc etre placée par	6° 44′ 45″ S.	102° 57′ 00″
La II. pointe	6 37 00	103 10 00
La III. pointe	6 28 15	103 22 00
La IV. pointe	6 7 50	103 28 35
Le Pic Tamarin	5 57 00	103 11 50
Le Cap Toca	5 54 30	103 28 30
La pointe Sud de l'île du Milieu	5 58 15	103 33 45
Le Pic du Prince	6 34 00	102 59 30

Sur ma carte l'île de Crocotoa forme avec la quatrième pointe de Java la partie la plus reserrée du détroit de la Sonde. Sur la carte de DAPRES, c'est la troisième pointe qui forme avec l'île de Crocotoa la partie la plus resserrée, et la distance entre ces deux points se trouve être de 4¼ plus petite qu'entre Crocotoa et la quatrième pointe; sur la mienne elle est au contraire plus grande de 4¾ minutes. Cette plus grande ou moindre distance de Crocotoa à la 3 et 4 pointe de Java dépend autant de la position juste du Pic de Crocotoa que de celle du cap Java. La longitude du cap Java une fois déterminée, le gisement de tous les points principaux et la configuration de cette côte étant connus, il en doit nécessairement résulter la position exacte de la I, II, et III. pointe. C'est donc la longitude du cap Java, qu'il faut à présent analyser, aprés avoir déterminé celle du Pic de Crocotoa.

La différence des méridiens entre les deux Pics des îles de Crocotoa et du Pic, selon nos chronométres, est de 11′ 10″. Nos relèvemens donnent presque la même. Sur la carte de DAPRES elle est de 11′ et sur celle d'ARROWSMITH 10′; on peut donc l'évaluer avec quelque sureté à 10′ 30″ *. Le cap Java est 3′ 30″ plus à l'Ouest que le Pic du Prince, et conséquement 13′ 30″ à l'Ouest du Pic de Crocotoa †. Donc la longitude du cap Java 103° 10′ — 13′ 39″=102° 56′ 30″. Il est vrai, que cette longitude différé beaucoup des déterminations antérieures. Sur la carte de DAPRES elle n'est que 102° 24′. Selon l'astronome WALES 102° 28′. L'Astronome BAILEY l'a trouve 102° 45′. Le Capitaine LESTOCK WILSON 102° 51′ 15″. Mr. ROBERTSON dans son mémoire, s'est décidé pour 102° 49′, et pendant le voyage du Lord MACARTNEY par STAUNTON on l'avoit trouvée 102° 30′ 30″.

La longitude du cap Java étant de 102° 56′ 30″ et celle du cap Bantam 103° 45′ 45″, leur différence de méridien n'est que 49′ 15″; c'est pourquoi la côte de Java entre ces deux caps est beaucoup plus resserrée qu'on ne la trouve sur la carte de DAPRES, où le cap Bantam est 57′ à l'Est du cap Java. Suivant le mémoire de ROBERTSON elle est aussi de 49′. malgré la longitude plus occidentale du cap Java, parceque le cap Bantam y est placé aussi d'autant plus à l'Ouest.

Pour la côte de Java depuis le cap Bantam jusqu'à la rade de Batavia j'ai suivi DAPRES ne connoissant point d'autorité qu'on doive lui préferer. L'île grand Cambuys est située d'après le mémoire de ROBERTSON à 5° 49′, ce qui me paroît impossible, ayant placé lui même Pulo-Baby, qui est au Nord de la grande Cambuys à 5° 48′ 20″.

Quant à la rade de Batavia, j'ai suivi un plan Hollandois qui se trouve dans le cinquième volume du recueil de DALRYMPLE. Comme ce plan est

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[*] Le Capitaine KING a trouvé la différence de méridiens entre les deux rades de Crocotoa et de l'île du Prince 18′ 30″. L'astronome WALES 20¾′. L'astronome BAILEY l'a fait encore plus grande; car il lui donne 23′. Il n'y a point de doute que ces déterminations ne soient toujours trop grandes. Le Capitaine HORSBURGH l'a fixé à 14′.

[†] ROBERTSON dans son mémoire, page 52, détermine la différence de méridien entre le cap Java et le Pic Crocotoa à 12 ou 13 minutes.

dressé sur une grande échelle, on y voit indiqué beaucoup de dangers, dont la rade de Batavia est remplie; toutes les nombreuses petites iles y sont aussi designées avec leurs noms propres. Ce plan étant fait par la nation maîtresse depuis plus de deux siècles de cette colonie, il est à présumer, qu'il est exact; c'est pourquoi j'ai cru devoir le préférer à la carte de Dapres.

Les îles d'Estam, Nordwagter, et un banc de sable, qui sur quelques cartes porte le nom de Brouwers Droght ou Brouwers Sand, sont placés d'aprés le journal et la carte de Lestock Wilson. On voit aussi ce banc sur la carte de Dapres N. 44° avec la route du Capitaine Crozat en 1742, lorsqu'il approcha de ce banc, qu'il n'a pas cependant vu, comme Dalrymple le remarque. Il est situé d'aprés Wilson au N. 62° 22′ E. de la plus septentrionale des Deux Soeurs à 10½ milles, et au N. 57° 61′ O. de Nordwägter à 13½ milles, ce qui ne diffère que trés-peu des relévemens de Robertson, qui avoit vu le banc à bord du vaisseau le Général Cootes.

Le gisement des Deux Soeurs et celui de Nordwagter l'un à l'égard de l'autre, est S. 83° E. et N. 83°; leur distance 21 milles; suivant Wilson, il ne peut y avoir un mille d'erreur.

Selon le Routier Oriental (East India Directory) p. 428, le rocher sur lequel toucha en 1742 le Jason, d'où il porte le nom de *Rocher de Jason*, gît au O.N.O de l'île Estam à la direction de 6 milles, au S.¼S.O. du Nordwagter. Ce dernier relévement n'est pas exact; il doit être S.O.¼S., l'ile Estam étaut plus Ouest du Nordwagter, que S.¼S.O. Ce Rocher ne se trouve pas sur la carte de Wilson, qui en aura été probablement trop eloigné pour l'apercevoir, et qui n'aura voulu insérer dans la carte que ce dont-il pouvoit répondre. Robertson n'en fait pas mention dans son mémoire.

Le haut fond, sur lequel échoua le vaisseau le Dauphin, manque vraisemblablement par la même raison à la carte du Cap. Wilson. Je l'ai placé suivant le Routier Oriental à 6 milles S.S.E. de la pointe méridionale des Deux Soeurs. Ce rocher n'existe pas sur la carte de Dapres.

Un banc, sur lequel il n'y a, en quelques endroits, que deux pieds de profondeur, fut examiné en 1766 par le Capitaine Skottowe Il est situé à E.S.E à 8 ou 9 milles de distance de la plus méridionale des Deux Soeurs. Sa longuer dans la direction N. et S. est de 50 toises, et sa largeur Est et Ouest de 10 toises. Autour de ce banc le sondes rapportent depuis 9 jusqu'à 14 brasses. M. Dalrymple pense, que ce doit être le même banc, contre lequel toucha le vaisseau Lynn en 1748, c'est pourquoi il est placé sur ma carte sous le nom *de banc de Lynn*.*

Le Capitaine Larkins du vaisseau le Warren Hastings dit a la fin de son Journal dans le V. tome du recueil de Dalrymple, qu'il avoit vu une carte Hollandoise manuscrite, sur laquelle étoit marqué un banc au S.O. du Nordwagter à la distance de 6 milles. Je n'ose décider, si ce banc ne seroit pas le même que celui de Lynn, ou peut-être aussi le rocher de Jason, ce rocher n'existant pas sur la carte hollandoise selon le Capitaine Larkins. Quoiqu'il en soit, j'ai cru devoir le placer sur ma carte, d'autant plus, qu'en l'y laissant, il n'en résulte aucun danger à craindre pour le marin, quand même ce banc n'existeroit pas.

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* Mémoire d'une carte du détroit de la Sonde; [illegible] Dalrymple dans le v. tome de son recueil.

La plupart des cartes ne s'accordent pas sur la dénomination et la position de tous les hauts-fonds et rochers de ces parages. Il y a sur la carte d'Arrowsmith et de Dalrymple un banc nommé *Armuyden,* 30 milles à l'Est de la pointe S. des Deux Soeurs, et un autre dans la même direction à 20 milles d' *Armuyden,* nommé *Molenwerfs,* mais il manque sur cette même carte le Nordwagter dont la position est bien déterminée par Wilson (cette île se trouve cependant sur une autre carte de ce géographe). M. Dapres dans son instruction pour passer le détroit de la Sonde, parle des deux bancs, " *Brouwers-Droght, et Prince Droght,*" le premier au N.E. de l'île Sudwagter par 5° 24′ S., le second à 8 lieues au N.O.¼O. 5° O. du Brouwers-Droght par 5° 12′ S.* Ces bancs sont bien différens de Brouwers-Droght, dont j'ai parlé plus haut, non obstant l'identité de leurs dénominations. J'ai placé ces bancs d'aprés les relévemens donnés dans les instruction de Dapres.

Je n'ai pas voulu omettre dans ma carte deux autres bancs, qui se trouvent sur cellé de Dapres, quoique leur existence me paroisse problématique: l'un est le banc *Armuyden* de Dalrymple, 8 milles à l'Est de Nordwagter: l'autre à 21 milles au S. 60° E. de cette même île.

Le vaisseau anglois le Harrison toucha suivant le mémoire de Robertson, sur un rocher ou un trés-petit banc, qui git au S.S.E.¼E. à 3 milles de la grande Toque. Les Hollandois prétendent qu'il n'a que 15 pieds. On a aussi nommé ce banc Brouwers-Sand. Il est appellé sur la mienne le *banc de Harrison.*

On veut avoir eu aussi connoissance d'un rocher à fleur d'eau, situé a N. 72° O. de la grande Toque. Je doute beaucoup de son existence, car s'il y en avoit un, il seroit presque impossible de tenter le passage par le canal de Zupthen avec un vent contraire. Nous avons nous-mêmes passé ce canal en louvoyant, sans avoir aperçu la moindre trace de ce prétendu rocher; c'est pourquoi je n'ai pas voulu le placer sur ma carte, mais on y en trouvera un autre, quoiqu'il n'existe sur aucune autre carte. On dit qu'un vaisseau anglois à touché sur ce rocher, et qu'il ne prenoit que 14 pieds de profondeur. Son gisement est au S.O. de la grande Toque à la distance d'un mille.

Les rochers autour du cap Toca ont été placés d'après l'autorité du Capitaine Hall du vaisseau Worcester. Il y en a de très dangereux à la distance d'un demi mille.

Le rocher Hindostan au S. 25° E. de la pointe Sud de l'île Tamarin, à la distance de 1¼ mille, et le rocher nommé par les Hollandoise *Zeeklip* au S. 84° O. a la distance de 5½ milles de la même pointe de Tamarin, sont placés d'après le plan et la description de Mr. Robert Tobin dans le sixième volume du recueil de Dalrymple. Le rocher Hindostan a très-peu d'étendue et se trouve à 15 pieds sous l'eau, mais la grande profondeur de celle qui l'entoure, le rend très-dangereux. Quand on passe entre les îles Crocotoa et Tamarin par un vent contraire, il faut virer de bord, avant qu'on relève l'île de Keiser au Nord du rocher Zeeklip. Mr. Torin a indiqué la direction du Zeeklip de la pointe de Sud, du Milieu et de la pointe Nord de l'île Keiser, N. 78° 75° 73° O.; il estime que leur distance est de 7 lieues, elle est presque de 10 sur la mienne; a cette notice prés de Torin, je n'ai trouvé aucune description de ce rocher, qui manque sur les cartes de Dapres.

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* Ces deux latitudes ont été diminuées, je ne sais pourquoi, dans la traduction angloise de ces instructions, la première de 12′ l'autre de 8′.

Je ne connois aucune description de la Baie de Samanco, nommée aussi la Baie de Keiser. Sur toutes les cartes elle se trouve dessinée de la même maniére; vraisemblablement d'après les cartes de Dapres. On voit néanmoins dans le tome vi, du recueil de Dalrymple, un plan de cette Baie, levé par le Capitaine Thomas Forrest, qui y ayant été à l'ancre à la distance d'un mille et demi de terre, s'est vu à même de la lever avec assez de détail. Ce plan diffère surtout de celui de Dapres en ce, que l'ile de Tubuyan ou Keiser y est située à l'entrée même de la Baie, à l'Ouest du Flat point; tandis que sur celui de Dapres, cette île est placée au milieu de la Baie, au N.N.E. du Flat point.

Il me semble que Mr. Forrest, connu si avantageusement par ses differens voyages, avoit droit de s'attendre à voir, que son travail sur la baie de Samanco, qui n'a pas été rejeté par Dalrymple, passeroit pour exact et autentique; et comme je ne sais à qui l'on doit la reconnoissance de cette Baie, telle qu'on la voit sur la carte de Dapres, je n'ai pas cru devoir la préferer au plan donné par Forrest. C'est donc le dernier, que j'ai suivi à l'exception de la position de l'île Keiser, que j'ai placée au moyen des deux relèvemens suivans. L'un du Capitaine Torin, qui place comme je l'ai déjà dit plus haut, le milieu de l'île Keiser au N. 75 O. du Rocher *Zeeklip*; l'autre relèvement est cité par Mr. Dapres, dans le supplement au Neptune Oriental, pag. 13, comme fait avec la plus grande précision par Mr. Dordelin, commandant le vaisseau le Dauphin et Mr. Jourdanet, officier sur le même vaisseau. Par celui-ci le Pic Montapei, le Pic de l'île Keiser, et la pointe Capucin doivent être placés dans le même alignement N.N.O. et S.S.E.

Sur la carte de Dapres on voit au fond de cette Baie le Pic Montapei. Nos relèvemens ont fait voir, qu'il existe deux Pics au Nord de la Baie de Samanco. J'ai gardé le nom de Montapei pour celui, qui est situé plus au Nord, et l'autre Pic je l'ai nommé Pic Samanco. On trouve aussi sur les cartes d'Arrowsmith deux Pics, l'un près de l'autre, dont le méridional porte le nom de Keiser.

Il y a sur la côte de Sumatra à 5° 27′ 30″ E. une montagne, qui se distingue par sa figure. Elle s'élève assez regulièrement de deux cotés depuis sa base jusqu'à son sommet, où elle paroît séparée du reste de la masse.* Cette montagne n'ayant point de nom, je lui ai donné celui du célébre

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* Wilson: remarks on a passage from Poolo Wawoor to the straits of Sunda, pag. 6, dans le volume v, du recueil de Mr. Dalrymple.

Hydrographe François dont les rares talens ont si bien assuré la navigation des mers de la Chine et des Indes, et que j'ai si fréquemment cité dans ce mémoire. C'est lui, qui a donné le premier des cartes exactes de ces mers; il redigea en même tems des instructions, qui sont de la plus grande utilité pour le marin, qui navigue sur ces mers si dangereuses. Quoique les Anglois ne manquent pas de très-bonnes instructions pour la sureté de la navigation dans ces mers, où ils font de fréquens voyages, on a traduit mot à mot, et inséré la plûpart des instructions de M. DAPRES de MANNEVILLETTE, dans un ouvrage anglois dont il a paru plusieurs éditions, tant les remarques de M. DAPRES sont exactes et détaillées. DALRYMPLE parut vingt ans plus-tard en Angleterre. L'un et l'autre concoururent avec le même zèle à la perfection de l'hydrographie relativement aux mers dont ils sembloient s'être partagé la domination, à l'envi l'un de l'autre, pour en rendre la navigation plus facile. C'est un spectacle vraiment intéressant de voir le zèle, avec lequel ces deux géographes amis se communiquaient à l'envi leurs nouvelles découvertes, non pas seulement, que leur science favorite les attirât par prédilection l'un vers l'autre, mais principalement parce qu'ils étaient animés du plus vif interêt pour humanité. Non obstant la guerre entre la France et l'Angleterre, DALRYMPLE ne tarda pas à publier, dans sa collection de mémoires et plans nautiques, toutes les indications qu'il avoit recues du Géographe Français; et celui-ci enrichit son Neptune Oriental de tout ce que lui envoyoit d'Angleterre son ami, qui en sa qualité d'Hydrographe de la compagnie des Indes, étoit a la source des découvertes précieuses. L'Angleterre et la France, ou pour m'exprimer avec plus de justesse, toutes les nations maritimes de l'Europe, gagnèrent à cet échange de connoissances, et à cette liaison intime entre deux marins estimables, et entièrement etrangers à l'envie, qui naît de la célebrité, ainsi qu'à la jalousie plus fatale encore qui règne entre ces deux peuples. Cette estime réciproque est d'autant plus remarquable que l'on ne voit que très-rarement les noeuds de l'amitié entre deux savans parvenus au même degré de réputation dans la même carrière. Tout le monde connoit la fameuse dispute qui eut lieu entre deux des plus grands génies pour la reclamation de l'invention du calcul infinitésimal. Les deux BERNOUILLIS, quoique frères, vecurent dans la plus grande mésintelligence, dont le principe n'etoit autre chose que leur rivalité dans les mathématiques. BUFFON et LINNEE ne furent pas exempts de ce reproche, eux à qui l'Europe entière érigoit des autels.

Rien ne prouve mieux les sentimens généreux qui unisoient M. DAPRES et DALRYMPLE, et surtout l'estime que portait ce dernier au Géographe Français, que la dédicace suivante: "Carte de la mer de la Chine, dédiée à M. D'APRES de MANNEVILLETTE, auteur ingènieux du Neptune Oriental, comme un hommage dù à ses travaux pour les progrès de la navigátion, et en reconnoissance des bontés qu'il a eues pour son devoué ami D." La manière dont il annonca sa mort, n'est pas un hommage moins solennel, rendu à la mémoire de son respectable ami. "Mr. DAPRES," dit-il, "n'etoit pas un de ces hommes qui naissent tous les jours. Il en est très-peu dans la partie qu'il avoit embrassée, qui y aient poussé aussi loin que lui les connoissances. Aucun âge, aucune nation n'a produit d'hydrographe, qui puisse entrer en concurrence avec lui ; en un mot, il n'a jamais existé non égal."

Ces mots renferment le plus juste éloge de ce savant éstimable, dont les talens peut-être ne paroissoient pas assez brillans à son siècle, pour le placer sur la liste des grands hommes, mais qui, malgré cela, sera toujours envisagé comme tel par les marins, seuls appréciateurs compétens des dangers sans nombre, des fatigues continuelles, et des sacrifices de toute espèce, auxquels doit se resoudre tout homme, qui comme Mr. D'APRES aspire à la gloire de se rendre utile à ses semblables.

POSTCRIPTUM.

A la place de Mr. DALRYMPLE comme hydrographe de la compagnie des Indes, décédé en 1808, a été nomme en Décembre 1810 le Capitaine JAMES HORSBURGH. Ce savant navigatéur a été à même de faire dans une espace de vingt années, pendant lesquelles il servit comme Capitaine de vaisseau dans l'Inde, des observations pratiques infiniment précieuses, et de recueiller de nombreuses notices hydrographiques du plus haut intérêt ; aussi a-t-il publié depuis son retour en Angleterre, en 1805, plusieurs excellentes cartes des parages de l'Inde et de la Chine. C'est enfin à lui qu'on doit l'ouvrage unique dans sons genre, qui dans les années 1809 et 1811 a paru sur l'hydrographie de l'Inde ; il est composé de deux gros volumes in 4to ayant pour titre : " Instructions sur la navigation des Indes Orientales, de la Chine, de la nouvelle Hollande, du Cap de bonne Espérance, et des ports intermédiaires, composé pour la plûpart sur des journaux originaux des vaisseaux de la Compagnie des Indes et des journaux et observations faites pendant une navigation continuelle de vingt une années dans ces mers." A la vérité l'Angleterre avoit bien besoin d'un ouvrage comme celui-ci, vu que les différentes éditions du Routier Oriental (*Oriental Navigator*) ne sont qu'un assemblage de toutes sortes de notices réunies sans critique et sans aucun plan ; étant souvent même très-erronées, non seulement elles ne pouvoient être d'aucune utilité aux navigateurs mais souvent elles pouvoient même les induire dans des erreurs pernicieuses.*

La communication entre la Russie et l'Angleterre ayant été entièrement rompue pendant cinq ans par l'effet de la guerre, je n'avois appris ni la mort de M. DALRYMPLE, ni la nomination du Capitaine HORSBURGH à sa place, comme hydrographe de la Compagnie, de manière que ses cartes publiées après 1806, ainsi que son grand ouvrage sur l'hydrographie de l'Inde, me sont restés inconnus. Ce n'est que dans le moment actuel, où l'impression de mon mémoire se trouve faite, que j'ai reçu ce dernier ouvrage. Je ne me suis sans doute point dissimulé, qu'en considérant la réunion heureuse des avantages qui militent en faveur du Capitaine Horsburgh, tels que son expérience personelle, son application constante, et une abondance de matériaux, dont personne autre que lui ne pouvoit disposer, il ne peut rester qu'une récolte très-insignifiante à faire pour tout autre, qui voudrait s'occuper de l'hydrographie des Indes et surtout pour celui qui ne vit pas en Angleterre. Cependant je ne pense pas devoir supprimer mon travail sur le détroit de la Sonde, d'autant plus que jusqu'au moment actuel il n'a encore été publié aucune carte nouvelle de ce détroit. Le Capitaine Lord Torrington du vaisseau anglois le Belliqueux en a, dit-on, dressé une nouvelle carte, mais elle n'a pas encore paru,* et il ne l'a communiquée qu'à l'Amirauté et aux directeurs de la Compagnie des Indes.

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* Le Capitaine HORSBURGH dans sa préface fait mention des ouvrages existans déjà sur ce sujet avec un ménagement, dicté, il est vrai, par la noblesse de ses sentimens, mais que je me permets d'appeler hors de propos à cause des conséquences. Voilà ses propres mots : " En faisant remarquer les inexactitudes commises dans d'autres ouvrages nautiques, j'ai tâché de ne pas faire de la peine à leurs editeurs ; mais ayant moi même été la victime d'un naufrage pour m'être servi d'une carte erronée quoique généralement reçue ; je crois de mon devoir, d'indiquer les fautes, que j'ai observées, pour prevenir de pareils malheurs, auxquels d'autres navigateurs pourroient être exposés."

J Krusenstern

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(November—December.)

RETROSPECTIVE AND MISCELLANEOUS.

As might be expected at this gloomy season of the year, our sea coasts have been visited by a succession of heavy storms, by which considerable damage has been done, and the lives of many a mariner lost: but hitherto we have not received accounts of the loss of any vessel of war. "The ships in Plymouth Sound rode perfectly secure, under the shelter of the breakwater, even in its present state, which, at some places, almost reaches the high water mark. We are informed, that the Lords of the Admiralty have ordered a vessel to be built, of a peculiar construction, with a flat bottom and a prow, upon which sheers are to be fixed for placing the stones, at and above the high water mark. Upon the head of the breakwater is to be constructed a battery of cannon, for the protection of the anchorage, which, in the opinion of the engineers, will have much greater effect than all the batteries which have been erected upon the heights for that purpose."

The latest accounts from America announced that their line-of-battle ships were launched, fitted out, manned with a thousand prime seamen each, and were soon expected to sail: the Guerrier frigate, of 64 guns, was also ready for sea, as were several strong ships—their navy thus

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* Lord Torrington having communicated a copy of the survey mentioned in the text, to the Hydrographer of the Naval Chronicle, the same will be given in the following volume.

growing into importance under the pressure of a war with the greatest naval power that ever existed! There is something inexplicably strange in this phenomena—the country may perhaps demand the solution at the hands of those who have had the absolute disposal of our thousand ships of war!

In the last Retrospect, the Editor remotely hinted at the possibility of Commodore Sir James Yeo having given too hasty an opinion respecting the late unfortunate battle on Lake Champlain. He has authority on which he has every right to place reliance, for stating, that General Sir George Prevost *did not* act in the way that has been so generally stated, nor perhaps deserve the very severe ex-parte censures that have been pronounced against him.

Three thousand seamen, according to the latest accounts, were stated to be wanting to complete the complements of our ships of war on the American station. Without alluding to our loss by desertions to the Americans, we need but state that the merchants of Quebec gave 6*l.* or 8*l.* per month for able seamen, whilst the pay in the King's ships was less than a fourth part of that sum.

The last accounts from America were warlike in the extreme: they held out the prospect of a long and bloody war, in which one of the two countries must succumb: the public mind was in daily expectance of hearing of the rupture of the negotiations at Ghent—when, lo and behold!—on the 26th of December, news arrived that a Treaty of Peace was signed at Ghent on the 24th—which was officially announced to the Lord Mayor; and on the 27th the Treaty was ratified by the Prince Regent!

The Editor closed his last essay on the American Question, with the following lines:—"The best that now remains for us to *hope* is, that a speedy peace may arrest the progress of an *hopeless* war." His Majesty's ministers seem to have become converts to his opinion!

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, OCTOBER 1, 1814.

VICE-ADMIRAL SIR A. COCHRANE has transmitted to J. W. Croker, Esq. a series of reports addressed to the Vice-admiral by Rear-admiral Cockburn, lately commanding his Majesty's ships and vessels stationed in the Chesapeake, of which the following are abstracts:—

JUNE 1.—The Rear-admiral encloses a letter from Captain Ross, of H.M.S. Albion, dated off Tangier Sound, the 29th May, giving an account of his having, with the boats of that ship and the Dragon, proceeded into the river Pungoteak, in Virginia, for the purpose of destroying any batteries, or capturing any vessels that he might find there. There were no vessels in the river, but a party of seamen and marines were landed to attack a battery, which they took possession of, after a smart firing, notwithstanding the militia which collected on the occasion, and re-embarked, after destroying the work, barracks, and guard-houses, and bringing away a six-pounder gun and its carriage.

JUNE 22.—The Rear-admiral transmits four letters from Captain Barrie, of H.M.S. Dragon, dated between the 1st and 19th June, reporting his proceedings whilst despatched by Rear-admiral Cockburn, against the flotilla fitted out at Baltimore, under the orders of Commodore Barney.

On the 1st June, Captain Barrie, with the St. Lawrence schooner, and the boats of the Albion and Dragon, fell in with the flotilla standing down the Chesapeake, and retreated before it towards the Dragon, then at anchor off Smith's Point. This ship having got under weigh, Captain Barrie wore with the schooner and boats, but the flotilla made off, and escaped into the Patuxent river. The Dragon being obliged to come again to an anchor, and the boats not being strong enough to attack the flotilla, Captain Barrie endeavoured to induce the enemy to separate his force, by detaching two boats to cut off a schooner under Cove Point: but the Americans suffered this vessel to be burnt in the face of the flotilla, without attempting to save her.

On the 6th, the flotilla retreated higher up the Patuxent, and Captain Barrie being joined on the following day by the Loire and Jaseur brig, he proceeded up the river with them, the St. Lawrence schooner, and the boats of the Albion and Dragon. The enemy retreated into St. Leonard's creek, into which they could only be pursued by the boats, which were too inferior in force to allow of any attack being made with them alone; Captain Barrie endeavoured, however, to provoke the enemy by rockets and carronades from the boats, to come down within reach of the ship's guns. The flotilla was at one time so much galled by these attacks, that it quitted its position and chased the boats, but after a slight skirmish with the smaller vessels, it returned precipitately to its original position.

With a view to force the flotilla to quit this station, detachments of seamen and marines were landed on both sides of the river, and the enemy's militia (though assembled to the number of from three to four hundred), retreating before them into the woods; the marines destroyed two tobacco stores, and several houses, which formed military posts.

On the 15th, the Narcissus joined, and Captain Barrie determined to proceed up the river, with 12 boats, having in them 180 marines, and 30 of the black colonial corps; they proceeded to Bedict, whence a party of regulars fled at their approach, leaving behind several muskets, and part of their camp equipage, with a six-pounder, which was spiked; a store of tobacco was also found there. Captain Barrie advanced from thence towards Marlborough, and although only 18 miles from Washington, took possession of the place, the militia and inhabitants flying into the wood. A schooner was loaded with tobacco, and the boats plentifully supplied with stock; after which, having burnt tobacco stores, containing 2,800 hogsheads, the detachment re-embarked. The enemy collected 360 regulars, and some militia, on some cliffs, which the boats had to pass; but some marines being landed, traversed the skirts of the heights, and re-embarked without molestation; and the enemy did not shew himself till the boats were out of gun-shot.

Captain Barrie commends, in high terms, the conduct of all the officers and men, seamen, and marines, under his orders, as well as that of the colonial corps, composed of armed blacks; and Rear-admiral Cockburn takes the opportunity of expressing his high sense of the personal exertions and able conduct displayed by Captain Barrie.

JUNE 25.—The Rear-admiral transmits a report from Lieutenant Urmston, first of the Albion, of a successful attack made by the boats of the squadron, under the lieutenant's direction, on a post established by the enemy at Chissenessick, on the main land abreast of Watt's Island. The detachment landed, notwithstanding a fire of grape and musketry, drove the enemy from the post, and destroyed the guard-houses, &c. bringing away a six-pounder, the only gun of the enemy at that place. Great gallantry was displayed by all employed on this occasion.

JULY 6.—The Rear-admiral encloses two reports addressed to him by Captains Brown and Nourse, of the Loire and Severn, the former dated the 27th of June, states that the enemy having established a battery on the banks of the Patuxent, which opened on the Loire and Narcissus, he had judged it proper to move the two ships lower down the river, when the flotilla, under Commodore Barney, moved out of St. Leonard's-creek, and ran higher up the Patuxent, with the exception of one row-boat, which returned to the creek, apparently damaged by the fire of the frigates: the letter from Captain Nourse, dated the 4th July, reports his joining the ships in the Patuxent; and having moved them up beyond St. Leonard's-creek, he sent Captain Brown, with the marines of the ships, up the creek, by whom two of the enemy's gun-boats that were found drawn up and scuttled, were, with several other vessels, burnt, and a large tobacco store destroyed.

JULY 19.—The Rear-admiral states that, having been joined by a battalion of marines, he proceeded up the Potomac, with a view to attack Leonard's-town, the capital of St. Mary's county, where the 36th regiment was stationed.

The marines were landed under Major Lewis, whilst the boats pulled up in front of the town, but on discovering the British, the enemy's armed force quitted the place, and suffered them to take quiet possession of it. A quantity of stores belonging to the 36th regiment, and a number of arms of different descriptions, were found there and destroyed: a quantity of tobacco, flour, provisions, and other articles, were brought away in the boats, and in a schooner lying off the town. Not a musket being fired, nor an armed enemy seen, the town was accordingly spared.

JULY 21.—The Rear-admiral reports, that the enemy having collected some Virginia militia, at a place called Nominy-ferry, in Virginia, a considerable way up Nominy-river, he proceeded thither with the boats and marines the latter commanded by Captain Robyns, during the illness of Major Lewis. The enemy's position was on a very commanding eminence, projecting into the water; but some marines having been landed on its flank, and seen getting up the craggy side of the mountain, while the main body landed at the ferry, the enemy fell back, and though pursued several miles till the approach of night, escaped with the loss of a few prisoners. They had withdrawn their field artillery, and hid it in the woods, fearing that if they kept it to use against the British, they would not be able to retreat with it quick enough to save it from capture.

After taking on board all the tobacco and other stores found in the place, with a quantity of cattle, and destroying all the storehouses and buildings, the Rear-admiral re-embarked; and dropping down to another point of the Nominy river, he observed some movements on shore, upon which he again landed with the marines. The enemy fired a volley at them, but on the advance of the marines, fled into the woods. Every thing in the neighbourhood was therefore also destroyed or brought off, and after visiting the country in several other directions, covering the escape of the negroes who were anxious to join him, he quitted the river, and returned to the ships with 135 refugee negroes, two captured schooners, a large quantity of tobacco, dry goods, and cattle, and a few prisoners.

JULY 24.—The Rear-admiral gives an account of his having gone up St. Clement's creek, in St. Mary's county, with the boats and marines, to examine the country. The militia shewed themselves occasionally, but always retreated when pursued; and the boats returned to the ships without any casualty, having captured four schooners and destroyed one.

The inhabitants having remained peaceably in their houses, the Rear-admiral did not suffer any injury to be done to them, excepting at one farm, from which two musket-shot were fired at the Admiral's gig, and where the property was therefore destroyed.

JULY 31.—The Rear-admiral reports, that having on the 26th proceeded to the head of the Machodick river, in Virginia, where he burnt six schooners, whilst the marines marched, without opposition, over the country on the banks of that river; and there not remaining any other place on the Virginia or St. Mary's side of his last anchorage that he had not visited, he on the 28th caused the ships to move above Blackstone's Island, and on the 29th proceeded with the boats and marines up the Wicomoco river: he landed at Hamburgh and Chaptico, from which latter place he shipped a considerable quantity of tobacco, and visited several houses in different parts of the country, the owners of which living quietly with their families, and seeming to consider themselves and the neighbourhood at his disposal, he caused no farther inconvenience to them, than obliging them to furnish supplies of cattle and stock for the use of his forces.

AUGUST 4.—The Rear-admiral states, that on the 2d, the squadron dropped down the Potomac, near to the entrance of the Yocomoco river, which he entered on the following day with the boats and marines, and landed with the latter. The enemy had here collected in great force, and made more resistance than usual, but the ardour and determination of the Rear-admiral's gallant little band, carried all before them; and after forcing the enemy to give way, they followed him ten miles up the country, captured a field-piece, and burnt several houses, which had been converted into depots for militia, arms, &c. Learning afterwards that General Hungerford had rallied his men at Kinsale, the Rear-admiral proceeded thither; and though the enemy's position was extremely strong, he had only time to give the British an ineffectual volley before they gained the height, when he again retired with precipitation, and did not re-appear. The stores found at Kinsale were then shipped without molestation: and having burnt the storehouses and other places, with two old schooners, and destroyed two batteries, the Rear-admiral re-embarked, bringing away five prize schooners, a large quantity of tobacco, flour, &c. a field-piece, and a few prisoners. The American General, Taylor, was wounded and unhorsed, and escaped only through the thickness of the wood and bushes, into which he ran. The British had three men killed, and as many wounded.

The conduct of the officers and men on this occasion calls for the Rear-admiral's particular commendation; with five hundred men they penetrated ten miles into the enemy's country, and skirmished back, surrounded by woods, in the face of the whole collected militia of Virginia, under Generals Hungerford and Taylor; and after this long march carried the heights of Kinsale in the most gallant manner.

AUGUST 8.—The Rear-admiral states, that Coan river, a few miles below Yocomoco, being the only inlet on the Virginia side of the Potomac that he had not visited, he proceeded on the 7th to attack it with the boats and marines: after a tolerably quick fire on the boats, the enemy went off precipitately with the guns: the battery was destroyed, and the river ascended, in which three schooners were captured, and some tobacco brought off.

AUGUST 13.—The Rear-admiral gives an account of his having, on the

12th, proceeded up St Mary's creek, and landed in various parts of the country about that extensive inlet, but without seeing a single armed person, though militia had formerly been stationed at St. Mary's factory for its defence; the inhabitants of the State appearing to consider it wiser to submit than to attempt opposition.

AUGUST 15.—The Rear-admiral reports his having again, on that day, landed within St. Mary's creek, but found on the different parts of the country, the same quiet and submissive conduct on the part of the inhabitants, as in the places visited on the 12th.

Throughout the whole of these operations, Rear-admiral Cockburn repeats the highest encomiums on all the officers and men of the ships and marines under his orders. Although from the nature of the country, and the excessive heat of the climate, these services must have been most harassing, they were carried on with the greatest cheerfulness and perseverance. The captains of his Majesty's ships on all occasions volunteered to accompany the Rear-admiral. To Lieutenant-colonel Malcolm, and Major Lewis, of the royal marines, he expresses his obligations, as well as to the other officers of that corps.

The conduct of the men was also deserving of the greatest praise; and though the re embarkations frequently took place in the night, yet; during the whole of the operations, neither a sailor nor a marine was reported missing.

In transmitting the reports of these services, which come down to the period of the arrival of Sir Alexander Cochrane in the Chesapeake, the Vice-Admiral expresses the very high sense he entertains of the arrangement, zeal, and activity which have on all occasions been shewn by Rear-Admiral Cockburn during the time he has commanded in the Chesapeake, under the Vice-Admiral's orders.

Vice-Admiral Sir A. Cochrane has transmitted to John Wilson Croker, Esq. a letter from Rear-Admiral Hotham, inclosing one from Capt. Sir T. Hardy, of his Majesty's ship Ramilies, dated off Stonington, the 12th August, giving an account of an attack made upon that place by the said ship, with the Pactolus, Dispatch brig, and Terror bomb.

The Dispatch, on the 9th of August, anchored within pistol shot of the battery, but the Pactolus not being able to approach the shore near enough to support her, the brig was recalled, having had two men killed and twelve wounded.

On the 11th, after the Terror had thrown in some shells and carcasses, the Ramilies and Pactolus anchored as near as the shallowness of the water would allow, and fired several broadsides into the town, from which it suffered great damage. At the commencement of the fire the enemy withdrew the guns from the battery to the outside of the town where they had assembled three thousand militia.

The town of Stonington had been conspicuous in preparing and harbouring torpedoes, and giving assistance to the enemy's attempts at the destruction of His Majesty's ships off New London.

Sir A. Cochrane has also transmitted a report from Sir T. Hardy, of the occupation of the islands in Passamaquoddy Bay, the account of which, as transmitted by Lieut.-General Sir J. Sherbrooke from Lieut.-Colonel Pilkington, appeared in the gazette of the 13th of August.

The under-mentioned letters have been transmitted by Vice-Admiral Sir A. Cochrane, K. B. to John Wilson Croker, Esq. viz.

From Captain Burdett, of His Majesty's ship Maidstone, dated off New London, the 21st of May, stating that the boats of that ship and the Sylph sloop, assisted by the Liverpool Packet, British privateer, chased into the Black Point river, the packet between New York and New

London, and burnt the vessel as well as a bridge over the river, against which she had run.

From Captain Senhouse, of his Majesty's sloop Martin, dated at sea, the 30th of June, giving an account of his having, on that day, captured the Snapdragon American private armed schooner, of six guns and eighty men:

From Captain Sir G. Collier, of His Majesty's ship Leander, dated the 11th July, giving an account of his having captured, after a chase of some hours, the American sloop of war Rattlesnake, pierced for 20 guns (thrown overboard), and having on board 131 men:

From Captain Pym, of his Majesty's ship Niemen, dated at sea, the 14th of July, reporting his having captured, after a chase of 14 hours, the Henry Gilder American brig privateer, of 12 guns and 50 men:

From Captain Skene, of His Majesty's ship Asia, dated in the Chesapeake, the 20th of July, stating that her boats, under the orders of Lieut. Forster, had destroyed a deep laden schooner in Cherryston creek, under a fire from field-pieces and small arms; from which service they returned without sustaining any loss.

A List of Vessels captured, recaptured, detained, or destroyed by the Squadron under the Command of the Honourable Sir Alexander Cochrane, K. B. Vice-Admiral of the Red, and Commander in Chief, &c. on the North American Station, 29th August 1814*; and not before gazetted.*

Schooner Mary Ann, May 17, 1814. Schooner Volunteer, May 20, 1814. Schooner, name unknown, May 20, 1814. Schooner name unknown, May 20, 1814. Schooner Lewis Warrington, May 22, 1814. Schooner Julia Summers, May 22, 1814. Sloop Alligator, May 22, 1814. Schooner Juliana, May 23, 1814. Schooner Real Dandie, May 23, 1814. Schooner Rover, May 24, 1814. Sloop Polly, May 24, 1814. Schooner Sally, May 24, 1814. Schooner Lively, May 28, 1814. Schooner Experiment, May 28, 1814. Schooner, name unknown, June 1, 1814. Schooner, name unknown, June 3, 1814. Schooner, name unknown, June 3, 1814. Schooner, name unknown, June 3, 1814. Sloop, name unknown, June 14, 1814. Schooner Eagle, June 14, 1814. Schooner Brothers, June 17, 1814. Sloop, John, June 19, 1814. Schooner Resolution, June 25, 1814. Schooner Patriot, June 25, 1814. Schooner Union, June 25, 1814. Schooner Resolution, June 25, 1814. Schooner Two Brothers, July 2, 1814. Schooner Flora, July 3, 1814. Sloop Robert, July 10, 1814. Schooner Emeline, July 10, 1814. Schooner Eliza, July 10, 1814. Schooner Mary, July 10, 1814. Schooner William, July 10, 1814. Sloop Eclipse, July 10, 1814. Sloop Morning Star, July 10, 1814. Schooner William, July 10, 1814. Schooner William, July 10, 1814. Schooner Fairy, July 10, 1814.

(The above vessels taken or destroyed by the squadron in the Chesapeake, under the orders of Rear-Admiral Cockburn)

Two schooners, two gun-boats, and a sloop, captured by the Severn and Loire, July 2, 1814. American schooner Hornet, captured by the Surprise, August 19, 1814. Spanish schooner Esperanza, captured by the Belvidera, April 7, 1814. Brig Plutus, recaptured by the Curlew, April 9, 1814. Swedish schooner Sarah, captured by the Hogue (other vessels in sight), April 18, 1814. Swedish brig Minerva, captured by the Hogue, Maidstone, Sylph, Peacock, and Borer, April 21, 1814 Brig Hannah, recaptured by the Martin, April 30, 1814. Spanish brig Maria

Francisca, captured by the Victorious, recaptured by the Diomede, and taken again by the Curlew, May 4, 1814. American Schooner Experiment, captured by the Bulwark, May 13, 1814. Spanish brig Danzic, captured by the Fantome, May 9, 1814. American sloop Amelia, captured by the Bulwark, May 15, 1814. Swedish brig Victor, captured by the Hogue, Sylph, Maidstone, and Nimrod, May 12, 1814. Spanish brig Catalani, captured by the Superb, May 12, 1814. Ship Ontario, recaptured by the Curlew, May 25, 1814. Brig Two Brothers, recaptured by the Martin and Curlew, May 25, 1814. Brig Thomas and Sally, recaptured by the Martin and Curlew, May 26, 1814. American boat Pilgrim, captured by the Bream, May 27, 1814. Ship Mary, recaptured by the Martin, May 27, 1814. Brig Success, recaptured by the Charybdis, May 29, 1814. Portuguese ship Tigo, captured by the Hogue, May 15, 1814. Spanish sloop Candelaina, captured by the Superb, May 20, 1814. American sloop Fame, captured by the Endymion, May 31, 1814. Spanish brig Herculaneum, captured by the Nimrod, June 6, 1814. Portuguese brig Voador, captured by the Hogue June 16, 1814. Schooner L'Orient, captured by the Bulwark, June 30, 1814. American schooner Federalist, captured by the Recruit, August 10, 1814. American sloop Tickler, captured by the Saturn, August 10, 1814. American schooner Governor Shelby, captured by the Narcissus, August 10, 1814. American sloop Judith, captured by the Espoir, August 21, 1814. American schooner William, captured by the Espoir, August 22, 1814. American schooner Hornet, captured by the Espoir, August 23, 1814. American sloop Pilot, captured by the Espoir, August 23, 1814. American sloop Mary Ann, captured by the Espoir, August 26, 1814.

Alex. Cochrane,

Vice-Admiral.

Promotions and Appointments.

Captains &c. appointed.

Sir Edward Berry, Bart. the faithful friend and gallant companion of the immortal Nelson, is appointed by the Lords of the Admiralty to command the new yacht the Royal George.

Commodere Owen succeeds to the command of the Royal Sovereign Yacht, and Captain Charles Adam is appointed to act during his absence on service in America.

Vice-Admiral Honourable A. K. Legge, is ordered to strike his flag as Commander in Chief in the river Thames

Commodore E. W. C. R. Owen, hoists his broad pendant in the Niobe, Capt. Deacon.

Lord John Hay, to the Bustard; John Harper, to the Tyne; Richard Pridham, to the Prince Frederick; John Fleming, to the Barbados; F. L. Maitland, to the Boyne; R. J. Lewin, to the Electra; John Bradley to the Nautilus; D. Plumridge, to the Philomel; W. B. Dashwood, to the Prometheus; J. C. G. Roberts, to the Pylades; John Creighton, to the Ringdove; George King, (2) to the Snap; Robert Caulfield to the Spider; C. T. Smith, to the Undaunted; John Sykes, to the Variable; Robert Wemys, to the Venerable; James Nash, to the Loire; Honourable Orlando Bridgman, to the Badger; John Lawrence, (2) to the Recruit; Thomas Sykes, to the Fantome; C. F. Payne, to the St. Lawrence; D. Scott, to the Centurion, (1); Edward Dix, to the Menelaus.

Lieutenants appointed.

W. E. Auriel to the President; H. F. Bond to the Alcmene; George Allen to the rank of Lieutenant; George Bague to the Cornwallis; Thomas Bevis, to the Bombay; Henry A. Bates, to the Akbar; R. Connor, (2) to be flag Lieut. to Sir Richard Kears; Lewis Campbell to the Cornwallis; Samuel Casterton, to the Herald; William Chaseman, to the Impregnable; William Crichton, to the Menai; Thomas Evans, (2) to the Havock; C. E. Hutchinson, to the Cornwallis; P. Helpman, to the Sea-lark; John Harvey, to the Success; George Hare, to the Thistle; Henry Harrow, to the Swiftsure; Thomas Hambley, to the Pilot; Charles Inglis, to the Chesapeake; G. C. Johnstone, to the Niobe; William Morris, (1) to the Chesapeake; John Mein, to the Orpheus; Rawdon Mc Lean, to the Stork; John Mc Curdy, to the Leviathan; Nathaniel Martin, to the Martin: William Luce, to the Crescent; T. B. Neve, to the York; Charles Painter, to the Warrior; Charles Smith, to the Chesapeake; Michael Quin, to the Oberon; Charles F. Turner to the Martin; H. E. Temple, to the Sapphire; John Walkie, to the Leviathan.

List of Midshipmen passed for Lieutenants.

Sheerness.—J. Vignolis, R. Sowden, T. Curtis.

Portsmouth.—D. Gladwell, T. L. Roberts, W. Blenkarne. H. Moore, C. Jayne, J. Robertson, J. N. Jarvis.

Plymouth.—E. L. Thornborough, R. Setford, C. Wright, T. Brent, G. Whichelow.

Masters appointed.

John Warner, to the Montague; A. M'Lean, to the Quebec; E. Oliver, to the Rover; J. B. Stent, to the Niger; R. Balfour, to the San Juan; G. Carrington, to the Nereus; Roger Dobson, to the Amelia; M. Carmichael, to the Scout; J. Sandford, to the Centaur; W. M'Kellar, to the Princess Augusta; Thomas Bolton, to the Termigant; James Ker, to the President: John Downing, to the Brazen; Joseph Oakey, to the Briseis; Thomas Reid, to the Orpheus; K. Knapp, to the Ringdove.

Surgeons appointed.

John Tuttich, to the Cephalus; B. T. Outram, to the Royal George Yacht; A. Ferguson, to the Spider; Thomas Mein, to the Sparrowhawk; John Cameron, to the Rolla; William Warner, to the Chesapeak; J. Enright, to the Scout; Charles Sheeck, confirmed to the Barracoutta; E. F. Dickson, to the Sapphire; William Fleming, to the Nereus; John Williams, to the Amelia; W. Green, to the Spartan; F. C. Roylance, to the Niger; Henry Sanderson, to the Fairy; W. Stanbridge, to the Centaur; Evan Edwards, to the Namur; Abraham Warner, to the Philomel; John M'Leay, to the Childers; James Still, to the Rattler Sloop.

Mr. R. Dobson, to be surgeon of the Royal Marines at Chatham.

Assistant Surgeons appointed.

William Connor, to the Prince; Allan Mc Laren to the Urgent; Edward Kielly, to the Boyne; A. J. Hughes, to be Hospital Mate at Haslar; John Houston, to the Phœbé; C. R. Schumaker, to the Ernest; J. Jamison, to the Akbar; John Summers, to the Bombay; William Irwin, to be Hospital Mate at Deal; Thomas Forster, to the Prometheus; A. D. Wilson, to the Forward; Robert Johnstone, to the Rosamond; Charles Schall, to the Griper; John Riddell, to the Ajax; John London, Supernumerary, to the East Indies; Edward Libbit, to the Pompée; J. Runciman, to the Boyne: John Robertson, to the Warrior; James Patton, to the

Hasty; W. Alexander, to the Spitfire; W. M'Dowell, to the Boyne; W. M'Auley, to the Niger; Joseph Bassan, to be Hospital Mate at Haslar; Arthur Kift, to the Kangaroo.

Mr. George Boody, to be timber master of Woolwich Yard, *vice* Knowles deceased.

BIRTHS.

On the 12th Inst. in Upper Wimpole-st. the Lady of Capt. Dacres, R.N. of a son.

At Stonehouse, the lady of Capt. W. H. Douglas, R. N. of a daughter.

MARRIAGES.

On the 26th November, at Farnham, in Surry, Mr. Charles Whitcher, late Purser of H. M. S. Fawn, to Miss Ann Greenwood Felton, Sister of W. B. Felton, Esq. formerly Agent Victualler at Minorca.

On the 4th December, at Titchfield, Lieut. E. T. Crouch, R. N. to Miss Bowyer, only daughter of Captain Bowyer, R. N.

On the 10th Dec. at St. Mary-le-bone Church, J. P. Morier, Esq. to Miss Seymour, eldest daughter of the late Admiral Lord Hugh Seymour.

On the 10th December, at Bath, Capt. Carthew, R. N. to Miss Howell, of Pultney-st. Bath.

DEATHS.

On 22d Aug. at Madeira, Mr. R. Abbot, surgeon of H. M. Sloop the Levant.

On the 26th September, Capt. Griffith Allen, of H. M. Sloop the Harpy.

On 8th Oct. in the Naval Hospital at Jamaica, Mr. Henry Dean, assistant surgeon, R. N.

At Port Royal, Jamaica, on the 24th Oct. Capt. T. W. Cecil, of H. M. Sloop Electra, third son of the late W. Cecil, Esq. of Duffryn, County of Monmouth.

On the 10th Dec. John Stephen, Esq. of Portsea formerly of the R. N.

On the 11th Dec. at Chatham, Mr. Thos. Watherstone, surgeon of the division of royal marines at that place.

On the 11th Dec. at the Navy Yard, Harwich, ship builder, Joseph Graham, Esq. aged 68. He was then mayor of that corporation, for the sixth time.—His loss to those left behind him, in his own family, cannot be estimated, an affectionate and kind husband and parent; a sincere friend; and those who knew him best, esteemed him most. He was an upright magistrate, and an honest man.

On the 16th Inst. aged 77 years, Mrs. Grumley, mother of Capt. Grumley, R. N.

On the 16th Inst. in the Royal Hospital at Deal, Mr. T. Billinghurst, surgeon of H. M. S. Penelope.

On the 21st Dec. at Bath, in the 66th year of his age, Vice-Admiral M'Doughall.—This gallant officer, had been distinguished from the earliest period of his professional career by talent, enterprise, and valour. He was a pupil and favourite of the celebrated M'Bride, and accompanied that Commander when he carried the Queen Caroline Matilda (youngest sister of our King) to the Court of Denmark. During the voyage, the address and conduct of the young Midshipman interested her Majesty in his behalf; and at her recommendation (to her Royal Brother) M'Doughall obtained his lieutenancy. Appointed to the command of the Flying Fish. and to watch the movements of the Dutch squadron, under Admiral Zoutman, then ready for sea in the Texel, he resisted, with all the indignation of insulted loyalty, repeated and magnificent lures to induce him to relax in his vigilance. The Dutch sailed, and the Flying Fish, hanging on their track and ascertaining their designs, gave timely intimation to the British (under Admiral Hyde Parker) to come up, and the sanguinary battle of the Dogger Bank was the result. The entire conduct of Lieut. M'Doughall on the occasion merited, and received the thanks of his Admiral, and he was raised to the rank of Commander. Having been selected to attend on the Royal Family at Weymouth (subsequent to this event) it was the good fortune of Captain M'Doughall, on that station, to meet and engage a French ship of war, fitted out for the express purpose of capturing him; and of nearly double his force. After a very brilliant action, the French ship struck her colours, and was towed into Weymouth. For this gallant exploit, almost in the view of the Royal Family, he was instantly posted, and offered in the most gracious manner, the order of knighthood; which, with the liveliest gratitude, however, to the best of Kings, he thought proper to decline. In command of the Vestal frigate, during the earlier period of the late war, Capt. M'Doughall was at all times chosen for the conveyance of the various branches of our Royal Family, to and from the Continent, as well as those of the Bourbon Family, now on the Throne of France, and the satisfaction afforded to these illustrious personages was evinced by the most generous offers of their interest and assistance. Captain M'Doughall continued in command of the Edgar, 74, until severe illness, induced by the discharge of his arduous duties, during the very long period of 54 years, obliged him to retire from a service he loved, and of which he was an ornament.

On the 27th ult. at Edgecumbe-place, Stonehouse, John Simpson, Esq. in his 77th year. In the year 1766 he accompanied Commodore Byron on board of H. M S. Dolphin, in a voyage round the world.

On Friday, at Greenwich, after a lingering illness, Mr. Ferry Master, attendant afloat at Deptford,

Lately after a short illness, Capt. Richard Williams, R. N.

At Kennington, John Brady, Esq. of H. M. Victualling Office, Somerset House.

Lately at Blandford, Admiral James Brine, of the White Squadron of H. M. Fleet, and father of Capt. Augustus Brine, of the Medway, and James Brine, of the R. N.

At the advanced age of 94 years, Mr. White, father of Capt. T. White, R. N.

Corrigendum by the author.

In our October number, p. 334, in the lines addressed to the author of *Le Trident, &c.* line 6—for "main," *read* " waves."

In our last, p. 389, line 4, for Admiral Keppel *who* fully proved, *read*, Admiral Keppel fully proved.

In the memoir of Vice-Admiral Sir George Collier, Knt. p. 391, instead of the lines between the full stop in the second line, and that in the ninth line, *read*—This valuable fragment (for, unfortunately it is not a complete report of a concise, energetic, and eloquent speech) is dated the 16th March:—the year is omitted. Most probably it was subsequent to his taking his seat in parliament: a petition had been presented to the House of Commons from the officers and seamen employed under Sir George Collier at the victory off Penobscott, praying for the allowance of head-money, for American seamen and soldiers there destroyed.

Under the head of anecdotes and selections, "Naval Torture," p. 401, line 9, instead of "left handed *Master's* Mates," *read* "left handed *Boatswain's* mates."

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